The Victoria Daily Times.

VOL. 1. VICTORIA, B. C., SATURDAY, OCTOBER 4, 1884. NO. 101.

GENERAL NEWS.

Gathered From All Parts of the World.

The United States gold reserve amounts to $129,000,000—an increase of $15,000,000 within the last few weeks.

The coinage of the various mints during September was $4,613,363, of which $2,350,000 was in standard dollars

Geo. Leybourne, the comic singer, and one of the pets of the London music hall, has just died in great poverty.

Twenty Chinamen landed at New York from Havana, passing the Custom House on Spanish naturalization papers.

A Portugese expedition accompanied by 100 Zulus and 250 carriers, will soon explore the country between Mozambique and Lake Nyassa, Southeast Africa.

The final contract was signed in London by the English bondholders and Edward Noetzlin, representing the Mexican government, for the funding of the English debt.

On the 6th of October classes under the Donald A. Smith endowment for the higher education of women will be opened by the Professors of McGill University, Montreal.

A correspondent at Buenos Ayres telegraphs that a tremendous flood has occurred there. Many lighters have been foundered and the shipping extensively damaged. The position of affairs caused by the disaster is alarming.

Mr. James Brodie, V. S., a recent graduate and medalist of the Montreal Veterinary College, has been appointed cattle quarentine inspector for the Sandwich Islands. He receives a salary of $3000 a year and fees amounting to $2000.

Lord Aylesford, whose wife has deserted him and become the mistress of the Duke of Marlborough, sold his estates in Kent, England, Thursday. The prices obtained aggregated $500,000. Lord Aylesford is now living on a ranch in Texas.

Sir Evelyn Barring has sent a dispatch to the Government that Gordon, after having bombarded Berber for some time, effected an entrance into the place and recaptured it. The rebels and hostile inhabitants fled when the bombardment ceased.

The Journal des Debates, Paris, publishes an article on the French navy, charging that it is inefficient, and stating its doubts as to its ability to sustain a war long. The ministry deny that the French Government has asked the United States to act as mediator in Chinese affairs.

The Louisville Courier-Journal's Elkton, Ky., special says: Geo. Jolly went to the home of Scott Cobb to whip him. They engaged in an altercation and Jolly shot Cobb in the breast. Cobb then wrenched the pistol from Jolly and shot him twice, killing him almost instantly. Cobb's wounds are serious.

James Carroll, aged 17, a bell-boy at the Grigg House, London, was found dead in bed with a bullet wound in the region of the heart. A six-chambered revolver with three charges was found on the floor. A companion who slept with him did not hear any noise nor know that he was shot until morning.

The trick of backing a thin diamond with polished glass is said by the Art Amateur to be common in American jewelry. When these underlaid gems are skillfully set it is difficult to detect them, but it may be done by holding them in a strong light, when the surface where the stones and glass meet becomes visible.

The custom officers at Amherstburg have hit on a novel plan to prevent women from smuggling. Whenever one of the fair sex whom the officers cannot trust implicitly is seen to leave for Detroit, she is weighed, and on her return she is again trotted on the scales. The scheme is said to work admirably.

It is reported that 300 well armed men have gathered within ten miles of Panama, but there is no trustworthy information as to their designs. If the movement is revolutionary it will not extend beyond mere politics, as foreigners are all supplied with abundance of arms, and can smother any attempt at violence.

Lord Salisbury, in a speech at Glasgow, assumed a defiant attitude for the House of Lords. He ridiculed the proposition, and declared it would be impossible to dispense with the Upper Chamber, and would be glad if the Senate of England was as strong and efficient a factor in legislation as that of the United States.

Intelligence has been received at London of a terrible disastrous hurricane at Iceland on the 11th of September. Accounts thus far received show that 19 trading vessels and 60 fishing boats were lost, and 32 vessels disabled. The most appalling feature of the hurricane was the loss life. The exact number of those that perished has not been ascertained, but it is known to be very large.

The Northern Pacific is not willing to pay interest on the $20,000,000 watered stock of the Oregon Railway and Navigation Company. Hence no lease has yet been perfected. The people of Washington Territory are expected, however, to pay, in the shape of extortionate freight charges, dividends upon $47,000,000 of Northern Pacific stock, which represents nothing else but water, for all time to come. It makes a difference whose ox is gored.

CORNELL'S WEALTH.

How the Ex-Governor of New York Amassed His Fortune.

Years of Struggle and Disappointment Before the Golden Goal Was Reached—Old Ezra's Telegraph Poles.

[New York Journal.]

It has often been questioned whether ex-Governor Cornell, when walking down the marble steps of his palatial mansion at 616 Fifth avenue, recalls the days when his father toiled early and late in the forests of the Mohawk valley, chopping telegraph poles for what is now known as the great Western Union. Does he think of his own early struggles as a telegraph operator in an obscure country village? Does he feel when he spends $250 for a Christmas-tide bauble that that sum at one time represented his yearly income? Does the ex-governor, so immaculate in his dress, so elegant in his manners, recall those days when one suit a year was a luxury seldom accorded him? And when dining at his favorite club or in company with those whose names have become famous wherever the English language is spoken, does he fail to remember the ragged little urchin who roamed the streets of Ithaca forty years ago?

The history of his present vast wealth and the years of struggle and disappointment before the golden goal was reached are peculiarly interesting. To-day, in twenty-four hours, he can command nearly $10,000,000. Forty years ago it would have been tall scraping for him to have gathered 25 cents that he would dare call his own. It is even common gossip in his native village that when the ex-governor was quite a lad his parents were at the time almost penniless. His father was seldom at home. His friends considered him a mild edition of a crank. In these days he would come under the category of a genius.

In a certain sense, old Ezra Cornell was even then a genius, if a total forgetfulness of all the ties and customs of life could have given him that title. He had a few acres of land and a tumble-down old shanty for a house. He made a bare subsistence from the soil, and his wife's labor at the washtub eked out sufficient clothing for her children, and now and then a cheap calico for a "company" dress for herself.

Old Ezra occasionally received a New York paper, and in the long winter evenings he would pore over it with the avidity that the fashionable young lady to-day does over the latest novel. Even the advertisements were a source of much joy and comfort to him. Any change from the dreary monotony of his everyday life was a godsend to him. At that time Professor Morse, the Nestor of the American telegraph, had about completed his first experiments, but was puzzled whether the telegraph wires should be erected on poles or sunk under ground. This subject was long and even bitterly discussed by the projectors of the infant Western Union, and the question agitated Professor Morse and his friends for years. The reports of the differences over the subject were published in The Courier and Enquirer, then the leading paper of this city, a copy of which found its way into old Ezra's hands.

That little paragraph ultimately proved to be the first step in the present colossal fortune controlled by his son, Alonzo B. Old Ezra, without instructions from Professor Morse, and without the faintest encouragement that his course was correct, immedialy absented himself from his wretched home. He was lost to his family for months, but when he returned it was with the information that he had out "one hundred cords of poles for them telegraph fellers, and I mean to sell 'em to 'em, too." He was the laughing stock of the neighborhood. His friends were really concerned for him, and his wife was not altogether sure but that her husband had been on a foolhardy mission. Ezra, however, was confident that telegraph wires would be strung on poles, and no amount of argument or persuasion could deter him from a second visit to the wilderness, from which he returned in a couple of months, remarking that he had cut "more poles for them telegraph fellers." He then made bold enough to address Professor Morse. He stated that he was in a position to supply his company with telegraph poles, and could supply him with a wilderness if necessary. Professor Morse replied that he wanted the poles very much, but that neither he nor his company were in a position to pay for them; but if Mr. Cornell wished to deliver them they would be paid for in stock of the company. Old Ezra after much consideration, consented to the bargain, and for several years kept them supplied, always receiving in return a pile of Western Union chromos. His neighbors continued to think him on the verge of idiocy, and his family were in as desperate straits as ever.

It is a legend of Ithaca that so infatuated had old Ezra become with his telegraph-pole cutting that at one time his garret and "spare" room were strewn with the original stock of the Western Union, not worth the paper it was printed on, and it is stated as a positive fact by the ex-governor's friends that his mother became so disgusted by her husband's course that she very frequently used the shares of the company to kindle her fire with. All this, however, was changed in a few days. When the war broke out the demand for increased telegraph facilities brought the Western Union up with a rush. Its stock increased to an enormous extent, and old Ezra began to scour his garret for the reams of it which he had accepted for his poles. He gathered them up, and packing them in an old leather trunk came to the city. He soon learned that with each day he became $100,000 richer. The dear old gentleman could hardly appreciate his vast possessions. His family that had suffered so long did, and Alonzo and his mother were quickly installed in a beautiful home, with every luxury that the Monte Cristo wealth of his father could provide. He is now the sole possessor of his father's estate. In politics he is termed the "Sphynx," but to his fellow members of the Union League club he is a genial and agreeable gentleman, though by no means enthusiastic in his friendships or social relations.

A Brief Essay on Brains.

[Texas Jimplecute.]

A large brain of coarse fiber will compare with a smaller brain of fine tissue just about as favorably as the broad leaves of a cabbage would with the delicate tints and perfume of a moss rose.

Louisville Courier-Journal: The Arctic explorers, notwithstanding all their perils and sufferings, want to go back and suffer some more. This is human nature. The soldier returns to the war. The widower marries again. Trouble and danger are but small restraints to the sons of men.

Cincinnati Enquirer: It is not difficult to account for the great speed of Maud S. for Vanderbilt is the richest man in America, and money makes the mare go.

New Orleans Picayune: A boy's best friend is his mother's slippers.

MECHANICS WITH SCIENCE

Destined to Effect the Chief Revolution in This Country.

["Gath" in Cincinnati Enquirer.]

A great trouble with the southern states to-day, as mercantile customers, is their indifference, except in certain districts, to the tastes and aspirations passing over the rest of the country. The manufacturing and artistic spirit is kept alive by the extravagance, so to speak, of the people. That is to say, if a man buys a carpet instead of whisky, and spends his money in ornamenting his house instead of betting it away on a race or a cotton option, he becomes a better customer in proportion as he is a better citizen.

Nothing will civilize so like the manufactures. Wherever they have gone another spirit has come over the society. We are too early for art to affect us much, and I observe in those counties where mere art has flourished that the great body of the people are still ignorant. Mechanics with science are destined to effect the chief revolution in this country. Out of science and manufacture have already come the phosphates and other organic manures which have brought up poor soil and made it possible to cultivate cotton to the base of the Allegheny mountains.

When slavery passed from the surface of the ground the fossils of fish and other beings under the surface reached out their bones as if to say, "Here is your slave who will work for you and you cannot abuse him." Much of the want of civilization in the old mountain portions of America arises from the entire absence of money as a circulating medium. There are families in the mountains of West Virginia, and I suppose of Kentucky and Tennessee, who, before the war, hardly saw a real dollar from the beginning of the year to the end. Their business was exclusive barter, selling what they had to the merchant at his price, and taking in return what he had to offer also at his price. The merchant seemed to have an interest in bringing up the quality of the people. Beautiful things, refining things were not among his wares. The people got coffee and tobacco and sugar, and hardly a spelling-book. It is true that they were happy, but so is the fox.

In the older times religion reached into those hills and implanted that spirit called piety, which is next to worldly ambition. The war seemed to paralyze the preachers in the south, and fling them back upon the crude people there, not turning their faces toward the light of the cross any more, but toward the darkness of the Golgotha. Devoured in the politics of slavery, religion has ever since been to a large extent a kind of passive force, like that of the Jews who assemble in the wailing place in Jerusalem to howl about the past. The new preacher has come with the fire on his brows and fire in his eye. It is the much derided, the throbbing, the screaming, the evangelist locomotive.

Walking on the Water.

[New York Letter.]

A tall, good-looking, brown mustached young man, with a jaunty step and a complacent smile, walked quietly over the pathway leading from the Manhattan hotel to the bathing pavilion, Coney island, the other afternoon. He entered, paid for a ticket and shortly afterward reappeared on the beach, clad in a suit of resplendent tights and carrying in his hands a pair of objects shaped like snow shoes, but considerably thicker. Fitting these to his feet he waded into the water. He sank no further than half way to his knees. A crowd of nursemaids, children, policemen and idlers gazed at him from the pier, and the bathers all suspended operations to watch his movements. He walked out into deep water, balancing himself and shooting forward as though skating. The water was calm and he turned and wheeled about on its surface. The nursemaids said, "Oh, my," the children cheered, and the idlers looked awed and the policemen smiled in calm superiority.

The young man amused himself for a quarter of an hour. Then he revisited the bathing pavilion, and came out clothed and carrying the aquatic shoes under his arm. A crowd pressed round him and made inquiries, and a young man begged a trial of the shoes. He got them and, procuring a bathing suit, started out to experiment for himself. When he got to deep water he lost his balance. There was a wild yell, and the next moment the shoes were kicking wildly on the surface of the water. What was going on beneath was left to the imagination of the beholders. A boat pulled in and rescued the shoes, and a very much bedraggled and discomfited dude crawled into the boat after them. When he got his breath he said he didn't know they were loaded. The crowd laughed and cheered him when he restored the treacherous articles to their owner. The inventor of the shoes is a natatorial artist by profession, and he proposes giving exhibitions at all the seaside resorts.

The Distiller and His Heir.

[New York Cor. Cincinnati Enquirer.]

How little did I imagine when I knew Eccles Gillender as an opulent distiller that his money-making efforts were simply to enrich a titled fortune-hunter. How little, indeed, did he imagine such a result? In those days Gillender & Co. was a young and thrifty concern, and soon afterwards they began to deal in tobacco, which, being more profitable, gradually claimed their entire attention. Whisky and tobacco, the two most worthless of products, made Eccles Gillender immensely rich, and he bequeathed the largest part of his estate to his widow. The latter went abroad, accompanied by her daughter, who, being a prospective heiress, became (as is usually the case) the wife of a nobleman. The wedded pair eventually separated, but the husband obtained almost complete control of his wife's mother, and induced her to make him her heir. This is one of the most surprising instances of undue influence, and the wife is about to contest the will. Should the latter be sustained the wealth which Eccles Gillender slaved so hard to accumulate will pass into the possession of the marquis of San Marzino. This being the first case of the kind, it excites deep interest in society circles and also in the legal profession.

A Sharp Darkey.

[Texas Siftings.]

Sam Johnsing having attended a night school for a few weeks, believes that he is the smartest nigger in Austin. He was a witness in a burglary case, and created a sensation by his intelligence.

"Do you think you would recognize the burglar if you were to see him again?"

"Why, boss, ob course I would."

"You are sure you would identify the thief if you were to see him again?"

"I tell you so ag'in. I'se not one ob dese fool niggers what doesn't know nuffin'. I could identify dat man eben if I nebber seed him ag'in. I don't hab ter see him ag'in te identify him."

The Supply Equal to the Demand.

[Burdette.]

"What," asks a very tender writer, "what can take the place of babies?"—Sh! Bend your ear a little lower and we'll tell you. Other babies. You didn't suppose this year's crop lasted forever, did you? Goodness, man, it will be clear out of style in eighteen months.

Arrival and Departure of Steamers.

FOR PORT TOWNSEND and all points on the Sound—Geo. E. Starr and North Pacific leave alternate mornings at 4.45 o'clock, making close connection with the N. P. R. R. at Tacoma.

FOR NANAIMO—The R. P. Rithet leaves Monday, Wednesday and Friday at 7 a. m., returning on the alternate days.

FOR NANAIMO.—The Amelia sails every Monday, Wednesday and Friday Morning at 7 o'clock.

FOR BURRARD INLET—The Steam-Schooner Grace leaves Turner, Beeton & Co.'s wharf every Monday morning at 7 o'clock.

FOR NEW WESTMINSTER—The Princess Louise leaves Monday, Wednesday, and Friday at 7 a. m.

NEW WESTMINSTER ROUTE—Steamer Idaho will leave Tacoma every Sunday at noon, Seattle at midnight, Port Townsend at 8 a. m. Monday, arrive at New Westminster noon Tuesday.

Leave New Westminster 8 a. m. Wednesday, arrive at Tacoma Thursday p. m.

TRAVELERS' GUIDE.

Scale of charges from Victoria to the undermentioned points. Tickets can be procured from Messrs. Hall & Goepel, Government street.

	1st Class.	2d Class	3d Class
Boston	$135 50	$109 50	$74 50
New York	133 50	107 50	72 50
Halifax	148 50	118 50	83 50
St. John, N. B.	144 00	115 50	82 50
Philadelphia	131 75	106 00	71 00
Montreal	135 50	105 50	70 50
Toronto	127 50	101 50	66 50
Kingston	132 25	103 70	66 70
Ottawa	135 60	106 00	71 00
Hamilton	127 20	101 50	66 50
Guelph	128 75	101 50	68 50
London	124 90	99 90	64 90
Buffalo	127 50	101 50	66 50
Detroit	121 50	96 50	61 50
Chicago	113 50	90 50	60 00
St. Paul	105 00	82 00	52 00
Duluth	105 60	82 00	52 00
Winnipeg	113 25	90 25	52 25

Pullman Car accommodation from Portland to St. Paul can be secured at the above office in advance. A Dining Car is attached to all through trains; meals served at 75 cents. The Atlantic Express leaves Portland daily at 11:40 a. m., affording travellers an excellent opportunity of beholding the unrivalled scenery of the Columbia River as far as The Dalles

Condensed Through Time Table.

Passengers going South and East will find the following time card of interest:

Atlantic Express.	Days from Portland.	Miles.	STATIONS.	Days from St. Paul.	Pacific Express.
11 30 A M	1st day	0	Lv. Portland Ar	4th day	12 05 P M
12 05 P M	"	[illegible]	East Portland	"	11 40 A M
4 25	"	66	Ar. Hood River Lv	"	7 53
5 40	"	[illegible]	Ar. Dalles Lv	"	6 25
6 15	"	[illegible]	Lv. Dalles Ar	"	6 00
10 15 P M	"	187	Lv. Umatilla Lv	"	1 45
12 10 A M	"	[illegible]	Echo	"	12 10
2 30	"	[illegible]	Pendleton	"	10 05
1 45 P M	"	214	Ar. Wallula Junction	"	11 30 P M
2 03 A M	"	245	Walla Walla	"	8 40
4 00	"	283	Dayton	"	9 40
3 55 A M	"	[illegible]	Palouse Junction	"	9 10
12 00 M	2d	[illegible]	Endicott	"	1 00
2 00 P M	"	[illegible]	Colfax	"	11 00 A M
6 30	"	335	Sprague	"	5 25
8 45	"	375	Spokane Falls	"	3 35
10 05	"	405	Rathdrum	"	2 15
11 30	"	632	Missoula	"	3 15
2 30 A M	"	705	Garrison	"	11 50 P M
6 30	"	758	Helena	"	9 00
5 15 P M	3d	1444	Bismarck	1st	11 35 A M
7 15 A M	"	1629	Fargo	"	3 30
12 25 P M	4th	1911	Ar. St. Paul Lv	"	4 05 P M

Emigrant train leaves East Portland daily, at 8:25 A. M., arriving at 4:15 P. M., daily. Time, 5½ days each way.

Steamer leaves Ash Street Wharf at 1:00 P. M., and East Portland at 1:15 P. M., connecting with N. P. R. R. train leaving Kalama 4:45 P. M., for Tacoma, W. T., and intermediate points, arriving at Tacoma at 9:45 P. M. Train leaves Tacoma at 6 P. M., daily, arriving at Kalama at 12:00 P. M., and connecting with steamer leaving there at 11:35 P. M., arrives at Portland at 2:30 A. M.

AT ST. PAUL

Travellers have a choice of routes. Passengers arrive in and depart from the Union Depot, thus avoiding the expense of transferring baggage. The several routes to Chicago, Milwaukee and all points are

The famous Albert Lea Route.
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The Chicago, Milwaukee & St. Paul.
The Chicago and Northwestern.
The Royal Route.

The distance from St. Paul to Chicago is about 450 miles. The trip is made in 15 hours. Trains leave each city in the morning, mid-day and evening.

CHICAGO AND GRAND TRUNK

TIME TABLE

Chicago & Grand Trunk and Grand Trunk Railways.

	Limited Express	Atlantic Express
Lv. Chicago via C. & G. T. Railway	3.27 P.M.	8.30 P.M.
Ar. Port Huron	1.25 A.M.	7.00 A.M.
" London	4.50 A.M.	11.20 A.M.
" Hamilton	6.50 A.M.	1.55 P.M.
" Suspension Bridge	8.05 A.M.	3.15 P.M.
" Buffalo	9.15 A.M.	3.10 P.M.
" Toronto	8.10 A.M.	3.10 P.M.
" Montreal	7.00 P.M.	7.15 A.M.
" Portland	12.35 P.M.	5.20 P.M.
" Boston via Niagara Falls	12.10 A.M.	9.35 A.M.
" Boston via Montreal	8.30 A.M.	7.05 P.M.
" New York	10.00 A.M.	7.30 P.M.

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Lv. Chicago	a.m. †6.45	a.m †8.55	p.m. *4.15	p.m. *8.40	p.m. ‡9.55
Ar. Detroit	p.m. †6.10	p.m. †6.25	p.m. 11.59	a.m. *5.55	a.m. †8.25
Ar. St. Thomas	p.m. †11.20	p.m. †11.45	a.m. *3.25	a.m. *10.05	a.m. 11.20
Ar. Toronto (via C. V. R.)	a.m. †9.00	a.m. †9.20	a.m. †9.30	p.m. †3.40	p.m. †6.35
Ar. Niagra Falls	a.m. *2.30	a.m. *8.30	a.m. *6.35	p.m. *1.50	p.m. *8.20
Ar. Buffalo	a.m. $3.40	a.m. $4.00	a.m. *7.50	p.m. *2.00	p.m. †6.45

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JOHN DALBY, LIVERY AND SALE STABLE, Pandora Street, opposite Broad, Victoria, B.C. Carriages, Saddle Horses and Buggies at all hours. Horses boarded. Telephone 156.

IRON WORKS.

ALBION IRON WORKS Co.(Limited. HOME INDUSTRY. Engines and Boilers of every description. Cooking and Heating Stoves, etc. ANDREW GRAY, Manager.

GROCERIES.

A. J. ROWBOTHAM & Co. DEALERS IN FINE FAMILY GROCERIES & PROVISIONS. Island and Oregon Produce, &c. Goods promptly delivered. Douglas and Pandora Sts.

BOUCHERAT & CARSUSA, EUROPEAN IMPORTERS OF FINE WINES, LIQUORS, GROCERIES, PROVISIONS HAVANA CIGARS & FRENCH PRESERVES. Yates Street, Victoria B. C. P. O. Box, 90.

J. FINLAYSON, GOVERNMENT ST. VICTORIA, B.C. Dealer in FINE FAMILY GROCERIES, of all kinds. Table delicacies in great variety. Also, choice Tea and Coffee.

JOHN BOYD, Importer and Dealer in GROCERIES, WINES AND SPIRITS. WHOLESALE AND RETAIL. Yates Street. Victoria B. C.

J. & J. FLETT CHOICE FAMILY GROCERS. Can Goods and Dairy Produce always on hand. Cor. Fort & Douglas St. Victoria, B. C. Goods delivered free of charge.

STOVES ETC.

LEWIS, & CO., Yates Street, PLUMBERS. Victoria, B. C. Importers of and dealers in Metals, Stoves, Ranges, Tinware and all kinds of Kitchen Utensils. Shipping work a specialty.

CLASSIFIED BUSINESS CARDS.

BARRISTERS, SOLICITORS, ETC.

W. POLLARD, BARRISTER, SOLICITOR, NOTARY PUBLIC AND CONVEYANCER. OFFICE:—Langley Street, Victoria. P. O. Drawer, 35.

CARPENTERS AND STAIR BUILDERS.

ENGLISH & ANDERSON, CARPENTERS & PRACTICAL STAIR BUILDERS, Fort Street, near the Institute. Make estimates on every description of buildings. Contracts taken at fair prices and satisfaction given.

CUTLERY, FISHING TACKLE, ETC.

M. & H. A. FOX, Dealers in PEN, POCKET & TABLE CUTLERY RAZORS, SCISSORS AND ELECTRO-PLATED WARE, from the best Sheffield houses. Fishing Tackle, Baskets, etc. Government St., op. White House.

H. H. LESLIE, ARCHITECT, OFFICE:—Over E. M. Johnson's, rear of Bank of British Columbia, Victoria. Plans, Specifications and Contracts Drawn, Estimates given, and Work Superintended.

TAILORS.

JAMES LEASK & Co. TAILORS, FORT STREET, VICTORIA, B. C. Where gentlemen can walk in and buy Fine English Cloth and get Fashionable American Suits.

FRUITS AND CONFECTIONERY.

H. A. LILLEY, MANUFACTURER OF FINE UNADULTERATED CONFECTIONERY Dealer in Foreign and Domestic Fruits. Douglas St., bet. Johnson & Pandora, Victoria.

HIDES AND CALF SKINS.

W. HEATHORN, Pays the Highest Price for Hides and Calf Skins, takes consignments and makes prompt returns. Victoria Boot & Shoe Factory and Rockbury Tannery.

MEDICAL.

G. A. DEARDEN, M. D. C. M., PHYSICIAN AND SURGEON. Graduate of McGill University, Montreal. OFFICE:—Over the London House, Government Street, near Fort.

Dr. MORRISON, RECENTLY FROM TORONTO, CANADA. Office, over the London House, Government Street, B. C. Special attention paid to diseases of the Eye and Ear, and diseases of Women and Children. Calls promptly attended both day and night.

CITY ADVERTISEMENTS.

Victoria Marble Works.

GEORGE RUDGE, Manufacturer and Dealer in MONUMENTS, TABLETS, TOMBS, MANTELS, &c. Designs and Prices Furnished on Application. P. O. Box 377.

HUGH CALWELL,

HORSE SHOER AND FARRIER.

Has opened a new shop; prices reasonable. Horses shod on the most improved principles, and all work promptly attended to. Yates street ☞ Running and Trotting Horses a Specialty.

WHITE HORSE Saloon and Grocery.

THE UNDERSIGNED, HAVING PURCHASED the above well known Saloon and Grocery, will keep constantly on hand a general assortment of the best Groceries, Liquors and Cigars. se15-1m JOHN WALSH.

Esquimalt and Nanaimo Railway.

Contractor's Office, VICTORIA, Sept. 22, 1884.

Schedule of Wages

For WHITE LABOR on the Esqumalt and Nanaimo Railway.

Rock Foremen	$3 00	to $4 00	per day
Earth Foremen	2 50	3 00	"
Bridge Foremen	3 50	4 00	"
Bridge Carpenters		3 00	"
Blacksmiths, 1st class		3 50	"
Drillers	2 00	2 25	"
Laborers	1 75	2 00	"
Hewers		3 00	"
Choppers	1 75	2 00	"

All outside labour ten hours per day.
All carpenters to furnish their own chest tools
All employees find themselves bed, board and lodging.
Boarding House will be convenient along the line.
Board, $5 per week.
It will not be compulsory for employees to board in the company's houses.
Wages will be paid monthly on the 15th of each month.

GRAHAM & BUSK, Contractors. Sept. 22–41.

LARGEST AND FINEST STOCK OF PICTURES, MOULDINGS, Picture Frames, Mirrors, Fancy Brackets, Cornices, Etc., Etc. Office and Fine Furniture Made to order and on hand. REDUCED PRICES, BEST GOODS. JOSEPH SOMMERS, 209 Government street, 2 doors below Fort st.

A. R. JOHNSTON. T. W. GLAHOLM

JOHNSTON & CO., WHARFINGERS, AND Commission Merchants IMPORTERS AND DEALERS IN Groceries, Provisions, Grain, Feed, Hay and General Farm Produce. Bastion Street, under the Foresters' Hall. NANAIMO. The Trade and Families Supplied.

Agents for P. C. S. Company's line of San Francisco and Portland steamers, East Coast steamers and B. C. Express Company.

FIRE!

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE CO., OF LIVERPOOL AND LONDON.

CAPITAL - - - $10,000,000.

THIS COMPANY WAS ESTABLISHED IN 1836, and is the largest Fire Office in the world.

CLAIMS PAID in satisfaction of Fire Losses since date of establishment, upwards of $90,000,000. Losses settled with promptitude and liberality and without reference to head or other branch office.

HALL & GOEPEL, Agents.

SAILING OF VESSELS—RAILROADS, ETC.

Through Steamer!

FOR NEW WESTMINSTER, PORT HAMMOND, CHILLIWHACK And Way Ports.

The New, Fast and Commodious Twin-Screw Steamer,

TEASER

W. MOORE, Master

Carrying Freight and Passengers at Reduced Rates.

Will Sail for the above ports From Turner, Beeton & Co.'s Wharf, TUESDAYS, at 11 o'clock P. M. SATURDAYS at 10 o'clock A. M.

Commencing Tuesday, Sept. 30.

RETURNING, will leave Chilliwhack for Victoria and Way Ports. Monday and Friday, at 6 A. M.

SECURE YOUR TICKETS FOR Overland Travel BY THE GREAT

Albert Lea & R'k Isl'nd ROUTES.

Connecting with the N. P. R. R AT ST. PAUL AND MINNEAPOLIS COMFORT, SPEED, PLEASURE, CHEAPNESS, ALL COMBINED,

HALL & GOEPEL, Agents, Victoria.

CHAS. KENNEDY, Passenger Agent, Portland, Oreg

THE GREAT OVERLAND ROUTE.

Northern Pacific R. R.

THE ONLY LINE Running through trains to the East via. St. Paul Minneapolis or Duluth

ONLY LINE running Pullman Palace Cars.
ONLY LINE running Palace Dining Cars. (Meals 75 cents.)
ONLY LINE running Luxurious Day Coaches.
ONLY LINE running Elegant Emigrant Sleeping Cars, with berths FREE OF CHARGE.
☞ NO CHANGE OF CARS OF ANY CLASS.

ATLANTIC EXPRESS LEAVES PORTLAND 11:40 a.m. daily, arrives at Minneapolis or St. Paul, 12:25 noon FOURTH DAY. Connections made at St. Paul or Minneapolis for al points East, South and Southeast.

Through connection from Victoria made with Atlantic Express at Portland.

CHAS. S. FEE, Gen. Pass. Agent, St. Paul

A. D. CHARLTON, Gen. Western Pass. Agent No. 2 Washington Street, Portland.

HALL & GOEPEL, - - - Agents VICTORIA, B. C.

Pacific Mail Steamship Company.

THE COMPANY'S STEAMERS WILL SAIL FOR HONGKONG via YOKOHAMA as follows:

CITY OF NEW YORK, October 7th At 2 o'clock P. M.

Excursion tickets to Yokohama and return at reduced rates.

For NEW YORK via PANAMA. COLMA, October 1st, At 10 o'clock A. M.

Taking freight and passengers for Mazatlan, Acapulco, Champerico, San Jose de Guatamala, Acajutla, La Libertad and Punta Arenas.

For Honolulu, Auckland and Sydney. ZELANDIA, Saturday, Sept. 27th. at 2 o'clock p.m. or immediately on arrival of the English mails.

☞ $10 additional is charged for upper cabin passage.

For freight or passage apply at the office, corner First and Brannan streets.

WILLIAMS, DIMOND & CO., Gen. Agents.

FOR SEATTLE.

Via PORT TOWNSEND.

The Swift, Elegant and Commodious Steamer,

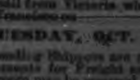
ELIZA ANDERSON,

Will leave Victoria for the above-named ports every Sunday at 2 o'clock A. M., and Wednesday and Friday at 2 A. M.

Returning from Seattle, leave Tuesdays, Thursdays and Saturdays at 6 A. M. oc3

For San Francisco.

Carrying her Majesty's Mails, Wells Fargo & Co's Express, and Northern Pacific Express.



The Pacific Coast Steamship Co.'s Steamer

QUEEN OF THE PACIFIC, CAPTAIN ALEXANDER.

Will sail from Victoria wharf, outer harbor, for San Francisco on

TUESDAY, OCT. 7, AT NOON.

Intending Shippers are requested to make arrangements for Freight as early as possible, so that room may be reserved for their shipments. Freight for shipment by her is required to be on the wharf of the undersigned by 4 o'clock P. M. Monday, the 6th October.

For Freight and Passage apply to

WELCH, RITHET & CO., Agents.

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The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Saturday, October 4, 1884.

THE TIMES,
PUBLISHED DAILY AND WEEKLY, BY THE
TIMES PUBLISHING COMPANY,
OFFICE—Government Street, Near Johnson.

TERMS OF SUBSCRIPTION.

DAILY TIMES, by mail to any part of Canada or the United States:
One year $10
Six months 5
Three months 2.5
Delivered in all parts of the city by carrier, at 25 cents per week.

THE WEEKLY TIMES, per year $1.50
" " six months 1.25

TERMS—Strictly in advance.

The Weekly Times is published every Friday morning; is an excellent readable family paper, sent to all parts of Canada and the United States free of postage.

TRANSIENT ADVERTISING—Per line, solid nonpareil: First insertion, 8 cents; each subsequent consecutive insertion 4 cents. Advertisements not inserted every day, 8 cents per line for each insertion. No advertisement in this classification inserted for less than $1.

REGULAR COMMERCIAL ADVERTISING, as distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing business—published at the following rate per line space of solid nonpareil, the duration of publication to be specified at the time of ordering advertisement:—
More than two days and not more than one week, 20 cents.
More than one week and not more than one fortnight, 30 cents.
More than one fortnight and not more than one month, 40 cents.
No advertisement under this classification inserted for less than $2, and accepted only for every day insertion.

PROFESSIONAL CARDS, Classified, 10 cents per word per month. No card inserted for less than $2.00.

Notices inserted amongst regular reading matter items, 15 cents per line for each and every insertion.

Where cuts are inserted they must be ALL METAL—not mounted on wood.

Advertisements unaccompanied by specific instructions inserted until ordered out.

Advertisements discontinued before expiration of specified period will be charged the same as if continued for full time.

Special rates for WEEKLY TIMES.

TO ADVERTISERS.—Changes for advertisements for the Daily edition must be handed in to this office not later than 10 A. M. on the morning of publication; otherwise insertion cannot be guaranteed.

Address, THE TIMES PUBLISHING CO.
Victoria, B. C.

CHANGES IN THE CABINET.

The Hon. M. W. T. DRAKE announces his intention of withdrawing from the Cabinet. His position as President of the Council was merely a nominal one. The office had no portfolio nor salary attached thereto. He accepted the position in a qualified way, with the understanding that at an early date some one else should be selected to fill the office. The hon. gentlemen now finds it necessary, it is stated, for purely private business reasons, to sever his connection with his colleagues. He states that his professional duties now are such as to require his undivided attention. It is likewise an open secret that he has been retained by the Dominion Government as its legal adviser in the several matters in dispute between itself and our Province. As yet it is not known whether MR. DRAKE will resign his seat in the Local House. Some say he will. In the event of a vacancy occurring in the city representation the names of several prominent gentlemen have already been mentioned. Doubtless there will be many aspirants for the coveted position. The Government cannot leave the office of President of the Council open long. It is understood a gentleman has been nominated by it for that office, whose fame will shortly be announced. The air is at present full of rumors as to the other impending changes.

OUR NEXT LIEUT.-GOVERNOR.

The excursion of Chinese Commissioner GRAY to Ottawa, with the assumed object of making interest for the occupancy of the gubernatorial chair, has stimulated discussion upon the chances of the probable aspirants for the next term. Whilst there are many who look upon the Lieutenant-Governorship as an institution, possibly ornamental, but practically useless, yet the majority of our readers may take some interest in the question as to who shall perform the functions of the official head of the Province. The name first mentioned in this connection is usually that of SENATOR MCINNES. If the worthy Senator's ambition sets in that way he undoubtedly possesses many qualifications which would justify his preferment. A gentleman of fortune, thoroughly understanding eastern politics, and, at the same time, identified with the interest of the Province, SENATOR MCINNES could not fail to make a popular, and constitutional Governor.

Next we have MR. E. CROW BAKER, M. P., a young politician whose naval training would ensure a dignified performance of all ceremonial duties, and a more graceful exercise of the hospitalities of Government House than we have been accustomed to. Then there is MR. SPEAKER MARA, M. P. P., presumptive member for Yale, in the Commons, possessed of great energy and ambition, but with business like instincts which could not well adopt themselves to the incongenial sphere of a social leader. Amongst our elder politicians there are many, who, looking back to his former tenure of office, and esteeming him the best Governor the Province has had, either before or since, confederation, would be glad to see the HON. MR. TRUTCH exchange the anomalous, and unconstitutional position of Resident Dominion Agent, for the constitutional role of Lieutenant-Governor.

It is rumored that the present incumbent is pressing his claim for an extension of the term. He was appointed to the position on the 25th of June, 1881. The term is for five years. Since 1867 none of the Lieut. Governors for the Provinces have had their term extended. The position is one that few are capable of filling creditably. It is evident there will be many a Richmond in the field for the office.

THE UNITED STATES CHINESE RESTRICTION ACT.

(Concluded from yesterday's edition.)

[NOTE.—It should have been stated yesterday that the Act of 1882 had been amended on the 5th July, 1884, and it is the one THE TIMES is now publishing.—ED.]

Provided, That nothing in this act nor in said treaty shall be construed as embracing within the meaning of the word 'merchant,' hucksters, peddlers, or those engaged in taking, drying, or otherwise preserving shell or other fish for home consumption or exportation. If the certificate be sought for the purpose of travel for curiosity, it shall also state whether the applicant intends to pass through or travel within the United States, together with his financial standing in the country from which such certificate is desired. The certificate provided for in this act, and the identity of the person named therein shall, before such person goes on board any vessel to proceed to the United States, be vised by the indorsement of the diplomatic representative of the United States, in the foreign country from which said certificate issues, or of the consular representative of the United States at the port or place from which the person named in the certificate is about to depart, and such diplomatic representative or consular representative whose indorsement is so required is hereby empowered, and it shall be his duty, before indorsing such certificate as aforesaid, to examine into the truth of the statements set forth in said certificate, and if he shall find upon examination that said or any of the statements therein contained are untrue it shall be his duty to refuse to indorse the same. Such certificate vised as aforesaid shall be prima facie evidence of the facts set forth therein, and shall be produced to the collector of customs of the port in the district in the United States at which the person named therein shall arrive, and afterward produced to the proper authorities of the United States whenever lawfully demanded, and shall be the sole evidence permissible on the part of the person so producing to establish a right of entry into the United States; but said certificate may be controverted and the facts therein stated disproved by the United States authorities."

SEC. 7. That any person who shall knowingly and falsely alter or substitute any name for the name written in such certificate or forge any such certificate, or knowingly utter any forged or fraudulent certificate, or falsely personate any person named in any such certificate, shall be deemed guilty of a misdemeanor; and upon conviction thereof shall be fined in a sum not exceeding one thousand dollars, and imprisoned in a penitentiary for a term of not more than five years.

SEC. 8. That the master of any vessel arriving in the United States from any foreign port or place shall, at the same time he delivers a manifest of the cargo, and if there be no cargo, then at the time of making a report of the entry of the vessel pursuant to law, in addition to the other matter required to be reported, and before landing or permitting to land, any Chinese passengers, deliver and report to the Collector of Customs of the district in which such vessels shall have arrived a seperate list of all Chinese passengers taken on board his vessel at any foreign port or place, and all such passengers on board the vessel at that time. Such list shall show the names of such passengers (and if accredited officers of the Chinese or of any other foreign Government, traveling on the business of that Government, or their servants, with a note of such facts), and the names and other particulars as shown by their respective certificates; and such list shall be sworn to by the master in the manner required by law in relation to the manifest of the cargo. Any refusal or wilful neglect of any such master to comply with the provisions of this section shall incur the same penalties and forfeiture as are provided for a refusal or neglect to report and deliver a manifest of the cargo."

SEC. 9. That before any Chinese passengers are landed from any such vessels, the collector, or his deputy, shall proceed to examine such passengers, comparing the certificates with the list and with the passengers; and no passenger shall be allowed to land in the United States from such vessel in violation of law.

SEC. 10. That every vessel whose master shall knowingly violate any of the provisions of this act shall be deemed forfeited to the United States, and shall be liable to seizure and condemnation in any district of the United States into which such vessel may enter or in which she may be found."

"SEC. 11. That any person who shall knowingly bring into or cause to be brought into the United States by land, or who shall aid or abet the same, or aid or abet the landing in the United States from any vessel of any Chinese person not lawfully entitled to enter the United States, shall be deemed guilty of a misdemeanor, and shall on conviction thereof, be fined in a sum not exceeding one thousand dollars, and imprisoned for a term not exceeding one year.

"SEC. 12. That no Chinese person shall be permitted to enter the United States by land without producing to the proper officer of customs the certificate in this act required of Chinese persons seeking to land from a vessel. And any Chinese person found unlawfully within the United States shall be caused to be removed therefrom to the country from whence he came, and at the cost of the United States, after being brought before some justice, judge, or commissioner of a court of the United States and found to be one not lawfully entitled to be or to remain in the United States; and in all such cases the person who brought or aided in bringing such person to the United States shall be liable to the Government of the United States for all necessary expenses incurred in such investigation and removal; and all peace officers of the several States and Territories of the United States are hereby invested with the same authority as a marshal or United States marshal in reference to carrying out the provisions of this act or the act of which this is amendatory, as a marshal or deputy marshal of the United States, and shall be entitled to like compensation to be audited and paid by the same officers. And the United States shall pay all costs and charges for the maintenance and return of any Chinese person having the certificate prescribed by law as entitling such Chinese person to come into the United States who may not have been permitted to land from any vessel by reason of any of the provisions of this act."

SEC. 13. That this act shall not apply to diplomatic and other officers of the Chinese or other Governments traveling upon the business of that Government, whose credentials shall be taken as equivalent to the certificate in this act mentioned, and shall exempt them and their body and household servants from the provisions of this act as to other Chinese persons."

SEC. 14. That hereafter no state court or court of the United States shall admit Chinese to citizenship; and all laws in conflict with this act are hereby repealed.

SEC. 15. That the provisions of this act shall apply to all subjects of China and Chinese, whether subjects of China or any other foreign power; and the words Chinese laborers, wherever used in this act shall be construed to mean both skilled and unskilled laborers and Chinese employed in mining.

SEC. 16. That any violation of any of the provisions of this act, or of the act of which this is amendatory, the punishment of which is not otherwise herein provided for, shall be deemed a misdemeanor, and shall be punishable by fine not exceeding one thousand dollars, or by imprisonment for not more than one year, or both such fine and imprisonment.

SEC. 17. That nothing contained in this act shall be construed to affect any prosecution or other proceeding criminal or civil, begun under the act of which this is amendatory; but such prosecution or other proceeding, criminal or civil, shall proceed as if this act had not been passed.

VERY LATEST NEWS

Special Despatches to The Victoria Daily Times.

CABLEGRAMS.

MEETING OF THE CABINET.

LONDON, Oct. 3.—A cabinet council has been suddenly summoned for Tuesday. It is reported that it will consider the position taken in Egyptian affairs. It is believed there is truth in the reported recall of Wolesley. He will go as far as Dangola, but the expedition up the Nile will be abandoned if free communication is opened by General Gordon's co-operation. General Gordon being at Berber it is now projected to advance the camel corps with a small force of cavalry from Saukin to his support. A new provision for the settlement of the Egyptian financial question will be presented to the Powers on the return of Lord Northe brook.

A SLIGHT SKIRMISH.

LONDON, Oct. 4.—Advices from Hanoi to-day, state that gunboats Moustquen, Massan and Hachi, while cruising in advance of the party which was reconnoitering in the valley of Loch Nau was attacked by the Chinese regulars, and one French officer was killed and three men wounded. Reinforcements have already arrived on the scene of the encounter, and others under the command of Guegrier have left for Hanoi.

GENERAL BAKER TO GO.

LONDON, Oct. 4.—General Baker has been ordered to hold himself in readiness to join the Gordon relief expedition.

FRANCE AND CHINA.

PARIS, Oct. 4.—The Telegraph states that it has received information that the Government intends shorly to recall Admiral Courbet from China, and has, therefore, instructed him to destroy the Chinese fleet in the event of the capture of Kelung failing to cause China to submit to the French demands.

AMERICAN RAILWAY SECURITIES.

LONDON, Oct. 4.—The membership of the proposed association for the protection of holders of American railway securities will not be limited to members of the Stock Exchange, but bankers and merchants will be invited to join. The expectation is that one or two private banks will, without difficulty, be induced to join and support the movement with their names and money. A hundred members of the Exchange attended the meeting yesterday.

PUNISHING THE CELESTIALS.

PARIS, Oct. 4.—General DeLisle sends a dispatch stating that hearing that the Chinese troops between Bach and Landson were moving forward, he took measures necessary to drive them back to their gunboats. A brilliant engagement ensued, four thousand Chinese troops being pitted against him. Commander Charlie of the Massue was killed in the fight. When the dispatch was sent the Chinese were being steadily driven back having lost heavily.

SOLDIERS KILLED.

LONDON, Oct. 4.—A dispatch from Copenhagen states that ten soldiers were burned to death while attempting to save some effects in the Royal Palace, which was destroyed by fire last night.

THE MAHDI ADVANCING.

CAIRO, Oct. 4.—It is reported that the Mahdi is advancing towards the White Nile. He probably intends to cross the River Duell.

SAFETY OF FOREIGNERS.

PARIS, Oct. 4.—Ferry, Prime Minister, explained to the British embassy here, that ample precautionary measures have been adopted by the French officers for the safety of foreigners in China.

WILL ECONOMISE.

PARIS, Oct. 4.—The Temps says the budget on the opening of the French Parliament will recommend the conversion of the 4½ per cent. bonds into either 4 or 3 per cents. It is stated that the result will cause an annual saving of six millions.

OTHER WIRES IN TROUBLE.

LONDON, Oct. 4.—Both of Gould's cables between Europe and America are broken.

UNITED STATES.

BANCROFT'S ANNIVERSARY.

NEWPORT, R. I., Oct. 4.—Bancroft, the historian, celebrated his eighty-fourth birthday anniversary to-day. Congratulations from all parts of the world poured in. A reception was largely attended and was a delightful affair. Bancroft received from the cottagers many floral devices. Mrs. Anna Lodge, mother of Henry Cabot Lodge, sent a wreath. Mrs. Winthrop, wife of Bob. C. Winthrop and Mrs. Annie Tickenor, widow of the historian, called on the distinguished gentleman. The celebration to-day was quiet, owing to the indisposition of Mrs. Bancroft, who all day was compelled to keep her room.

RAILWAY ACCIDENT.

WHEELING, W. Va., Oct. 4.—A special train on the Pan-Handle route, carrying Mr. Hendricks, Democratic candidate for Vice President, collided with a hand car this morning at daylight, killing a boy of 12 years and a track man. The Plumed Knights of this city were also on the train, but none were injured. The collision was caused by a heavy fog prevailing at the time.

The Straits' Cable.

On Monday next Mr. Gisborne, superintendent of the Dominion Telegraph Service, will proceed into the Straits in the Government steamer Sir James Douglas, to take soundings and select the exact spot for landing the Straits' cable. Dr. R. B. Minor, President of the Puget Sound Telegraph Company arrived from Seattle yesterday afternoon, and has been in consultation with Mr. Gisborne in regard to the matter. The southern end of the cable will be landed about half a mile west of Port Dungeness, while the northern end will be landed at Clover Bay, a little east of Clover Point.

Theodore Rouleau, aged 18, and Hortense Paho, aged 16, both French Canadians, of Rochester, who were soon to be married went to a ball, at Dover. About midnight, arm in arm, they left the dance hall for home while a heavy thunder storm prevailed. They had not gone far when Rouleau was struck by a bolt, which penetrated his side from his face down to his feet. He fell dead. The girl had her hair and one arm and hand badly burned. She is alive, but much shocked.

But little has been heard of Lady Colin Campbell in London, since her famous victory in her divorce suit. It is now stated that she recently applied for an appointment from a leading newspaper as a correspondent to accompany the Egyptian expedition. Her application, however, was declined, and the fair divorcee has sought retirement at the home of her mother, Mrs. Edward Maghlin Blood, in Ireland.

The Clipper very sensibly says: "It is becoming an important question whether theaters ought to be run by their managers or by the combinations that play in them for a night or a week. There should be but one answer. The combinations are half of the time 'snaps.' All but a few of the most staple of them are wholly irresponsible, and even these few may never appear in the town again. The theatre stays there. It cannot afford to be ignored."

GENERAL NOTICES

T. ngwell's SMOKED SALMON in large quantities, at ELLS'.

The Roman Sandal and the Louis XV Heel Slipper cannot be beat, at Geo. H. Maynard's.

City Boot and Shoe store has the largest stock of Boots and Shoes in Victoria. Geo. H. Maynard.

For an excellent meal well cooked, attentive waiters, everything clean and nice, the Oriental Restaurant carries the palm.

Convenient for References.

The B. C. Directory (1884-5) is at present in progress of publication by R. T. Williams, who will spare neither expense nor labor to make it complete in every respect. All subscribers' names will appear in large type. Mr. William Wols is the authorized canvasser for the Province.

Robt. T. Williams, Book Binder, Paper Ruler and Blank Book Manufacturer. Maps and Drawing Paper Mounted. Office of the B. C. Directory, Broad St.

J. HAGNALL & CO., Victoria, B. C., the only exclusive Music House in British Columbia. The largest stock of Pianos and Organs in the Province. A complete assortment of everything in the musical trade.

JUST RECEIVED.

A large assortment of Fancy Goods in Plush and Leather, consisting of Ladies' Dressing Cases, Jewell Boxes, Toilet Sets and Stands, Bags, Purses, Mirrors, and Work Boxes, Suitable for Birthday and Wedding Presents.
M. W. WAITT & CO.

Perseverance Lodge No. 1. I. O. G. T. MEETS EVERY TUESDAY EVENING AT Blue Ribbon Hall, Pandora street, at 8 o'clock. Visiting brethren are cordially invited to attend.

WANTED IMMEDIATELY.

A LADY WHO CAN PLAY AND SING WELL and entertain company. To a suitable person good wages will be given. Address Box "A," TIMES office. oct3-4t.

TO RENT.

Two unfurnished rooms, with kitchen and large yard. Fort street, corner Blanchard. Hair Store. Rent $6. oct1-3t

Climax Washing Powder, the only preparation which gives general satisfaction. Manufactured on Rae street, second house from Douglas street.

Pure wines, pure liquors and pure brandies at Fell & Co.'s.

The best place to buy your groceries is at Fell & Co.'s, Fort street

The old established grocery house of Fell & Co. sell at bed rock prices.

NOTICE.

Having disposed of my right, title and interest in the fruit store on Government street to W. H. Bennett, I hereby recommend my successor to the patronage of my customers, thanking them for the favors so liberally accorded to me. All the debts due to me to date are to be paid to me, and all liabilities will be discharged on presentation.
W. G. LUKER.
Dated 13th Sept., 1884.
Witness:—W. F. HEISTERMAN.

NOTICE.

Dissolution of Partnership.

NOTICE IS HEREBY GIVEN THAT THE partnership heretofore existing between Thomas Harding and William Haynes, carrying on business at the Vancouver Bakery, Fort street, is dissolved. All debts due the late firm must be paid to, and all liabilities will be met by Thomas Harding.
(Signed) THOMAS HARDING.
WILLIAM HAYNES.
Witnessed by Charles Wilson, Solicitor, Victoria.
Dated the 23d day of September, 1884.
sep 29-2w

NOTICE.

I HAVE IMPOUNDED TWO WHITE AND three black pigs for trespassing on my land at Spring Park Farm, Cadboro Bay, and I shall sell the same at auction on Saturday, October 4th, at 12 m., unless all damages and expenses are paid.
M. FINNERTY.
September 17, 1884.

ESTABLISHED 1862.

H. F. Heisterman & Co.,
Real Estate Agents,
Langley Street.

Offer For Sale:

SEVERAL Choice business lots in the heart of the city, several dwelling houses in most eligible locations, four or five choice farms in Saanich and other districts.

—ALSO—

SEVERAL plots of land on Lulu Island, Fraser River.

A Large Number of Homestead Lots on the Hillside Extension of the Work Estate.

Also a number of acre lots on the Burnside Road Extension of the same.

All on Easy Terms of Payment.

MONEY TO LOAN.
on Real Estate security, at reasonable rates, and in sums to suit.

ALL KINDS OF CONVEYANCES
and other documents prepared with dispatch.

AGENTS FOR THE
Phœnix Fire Insurance Co.
OF BROOKLYN, N. Y.

H. F. HEISTERMAN & CO.,
Real Estate Agents,
LANGLEY STREET.

NEW
THEATRE ROYAL
Under the Management of the N. T. H. Co.
To-Night!
PURE GOLD!
Admission—Only Fifty Cents.
No Extra Charge for Reserved Seats.

R. B. THOMPSON,
DENTIST
OFFICE—Old Masonic Building, over Messrs. Wilson & Co.'s Dry Goods Store, Government Street.
Nitric Oxide Gas (Laughing Gas), administered for the Painless Extraction of Teeth.
OFFICE HOURS—9 a.m., 5 p.m.
TELEPHONE CALL, 83. P. O. BOX, 123.

FOR SALE.

THE HULL OF THE
STEAMER RUBY.
Including two propellor wheels, one four feet in diameter, and one four and one half feet in diameter; stern bearings and bolts for same; cast iron sleeve and stuffing box; one shaft ten feet long three inches in diameter, with two brass sleeves; one Gipsey windlass; one Government safety valve; one heater and pipings. Apply to Turner, Beeton & Co., at Moore's ship yard, James Bay. aug30 tf

Grand Pacific Hotel.
Cor. Johnson and Store Sts., Victoria, B. C.
This new three-story fire-proof Brick Building was expressly built for a hotel, with 60 well-furnished rooms and is one of the best located Houses in the City.
$1.00 A DAY AND UPWARDS.
The bar will be found well stocked with the best brands of wines, liquors and cigars.
Billiards and Pool Tables.
DAVID ELLIS, (Late of the Commercial)
Proprietor.

STEINWAY & SONS,
STYLE F.
NO. - - - - 52,670.
AT
CROSS' MUSICAL AGENCY.
aug27-tf

For SAVONA,
PORT VAN HORNE,
AND KAMLOOPS!
Avoid loss of time, trouble, an save expense, by purchasing
THROUGH TICKETS
From Victoria to these and way points.

REDUCTION
On regular rates is made by the C. P. N. Co., the C. P. Railway and
B. C. EXPRESS COMPANY,
To purchasers of through coupon tickets, which can be procured at the office of the
B. C. EXPRESS CO.,
Yates Stret.

$50,000
To loan on Mortgage of Victoria City and Suburban real property at moderate rate of interest. Apply to
E. M. JOHNSON,
Bastion Street, Next to Bank of B. C.
P. O. Box 108, Telphone No. 74. aug26-1m

Hotel Business For Sale.
THE BUSINESS OF THE
GLOBE HOTEL, Esquimalt,
The Best House and the Best Stand.
Is offered for sale, together with the lease and good will. For further particulars apply to W. SELLECK, on the premises. aug21-tf

J. P. DAVIES & CO.,
AUCTIONEERS
Commission Merchants.
WHARF STREET.

A. B. FRANCIS,
IMPORTER AND DEALER IN
Hardware, Cutlery, Crockery,
WOODENWARE, COOKING UTENSILS, LAMPS, BRUSHES AND TWINES.
A full line of House and Ship Carpenters' Tools.
COR. JOHNSON & STORE STREETS
VICTORIA, B. C.

C. P. N. CO., LIMITED.
TO
THIS COMPANY HAS THE
Finest and Fastest Steamers in the Province,
CARRYING H. M. MAILS AND B. C. EXPRESS,
Run on Regular Time, offer more facilities to the trade, better accommodations to travelers, tourists, and excursionists, and is always cheaper than competing lines.

Fare to Nanaimo,
Per STEAMER R. P. RITHET.
Monday, October 6, - - - 50 Cents.
Freight, per Ton, - - - One Dollar.
JOHN IRVING, Manager.

CITY ADVERTISEMENTS.

CENTRAL
Coal Yard.
WELCH, RITHET & CO.'S WHARF, Wharf street, foot of Johnson street. Double screened
Wellington Coal
Kept constantly on hand and delivered at lowest rates. Weight guaranteed. R. BRODERICK. se8-1m.

A. C. WEST,
DENTIST
Office—Spencer's Photo Build'g.
All Work Strictly First-Class.

Coal! Coal!
BEST WELLINGTON
Double Screened!
W. WALKER—Office, Moody's Block Yates street. Yard—Dickson, Campbell & Co.' Wharf.
Full Weight Guaranteed. se27tf

LEIGHTON'S
KAMLOOPS EXPRESS.
CHEAP FARES.
Passenger and Freight Stages connecting with C. P. R. at SPENCE'S BRIDGE for
SAVONA'S FERRY, KAMLOOPS
and all stations en route
THREE TIMES PER WEEK.
Comfortable Coaches, Good Stock, and Careful Drivers.
AVOID THE PURCHASE OF THROUGH TICKETS AT VICTORIA, and secure cheap travel by taking advantage of reasonable charges on this line.
For rates of freight and passage apply to
WM. K. LEIGHTON, Agent,
At Henry Saunders', Johnson Street. se6 6t

ESTABLISHED 1858.
LANGLEY & CO.,
Pharmaceutical Chemists,
Wholesale and Retail
DRUGGISTS
VICTORIA, B. C.

J. P. BURGESS,
Carpenter & Contractor
COR. FORT & BROAD STS.
OFFICE AND STORE FITTINGS,
Jobbing a Specialty.
LOW PRICES. PROMPT ATTENTION.

CALEDONIA HOTEL.
Murray Street, PORT MOODY, B. C.
R. B. KELLY, - - Proprietor.
First-Class Accommodations for Travelers.
WELL AIRED BEDS, AND A WELL SUPPLIED TABLE

Liquors, Wines and Cigars.
ALL OF THE BEST QUALITY.
J. T. SCOTT, Manager. apr15-3w

Cross' Musical Agency
HAS FOR SALE
STEINWAY & SONS,
HEINTZMAN,
NEUFELD,
KIRKMAN,
RAINER,
PIANOS.
The Original Bell Organs.

EMPLOYMENT
AND GENERAL
Commission Agency.
Men supplied for all branches of business throughout British Columbia, free of charge to employers. A general Commission Business done in all lines. Supplying labor for railroad contractors, canneries, ranches and logging camps a specialty. Orders by mail or telegraph promptly attended to. P. O. Box 138.
POWERS & FRASER,
Victoria, B. C

HOOPER & BORDE,
CUSTOM
Boot and Shoe Makers,
Government Street, bet. Johnson and Yates.
ALL WORK MADE OF THE BEST MATERIAL and a good fit guaranteed. Repairing secures prompt attention.

VICTORIA
TRUCK AND DRAY CO.
[LIMITED.]
THIS COMPANY HAS BEEN FORMED for the purpose of transacting
General Hauling and Draying Business in Victoria and Vicinity.
ORDERS are solicited and will be promptly attended to at Reasonable Rates.
OFFICE AND STABLE, KANE STREET.
Telphone Call, No. 23. P. O. Box 363.
STEPHEN TANNER, Manager.

PORTLAND ADVERTISEMENTS.

THE BEST! THE BEST!
ASK YOUR GROCER FOR
Capitol Mills Flour
AND TAKE NO OTHER.
The only Flour that has taken First Medal at Mechanics' Fair Three Years in Succession; also First Prize at State Fair.
All Respectable Grocers and Dealers Keep It.
GEO. SHIEL, - - - - Agent
53 First Street, Salem, Oregon.
Office of Capitol Flour Mills Co., Limited, Oregon & Washington Mortgage Savings Bank.

OREGON MILLING CO.'S
ROYAL FLOUR.
Got no Premiums at Mechanics Fair.
THE BEST IN THE MARKET.
Sold by all Leading Grocers.
W. DUNBAR, Agent
87 and 89 Front Street,
PORTLAND, OREGON.

MILLER & WEST,
Commission Merchants,
IN GENERAL AND DAIRY PRODUCE.
111 Front St., bet. Washington & Stark
PORTLAND, OREGON.
Agency for the Celebrated Rochester, Minn., "Crescent Creameries" Butter and Cheese.
A full supply of the celebrated Brooklyn Mills Flour.
Consignments solicited and returns promptly made.
Flour, Feed, Hay, Grain, Potatoes, Butter, Eggs, Cheese, Dry and Fresh Fruits handled.
J. C. MILLER. WILL H. WEST.

CALEDONIA DYE WORKS.
47 Taylor Street, Between Second and Third.
PORTLAND, OREGON.
W. STEELE & CO., Prop's.
CLEANING, SCOURING AND DYEING in all its branches. Fancy Dyeing a specialty. Gents Clothing and Feathers cleaned and dyed. Gloves cleaned. Satisfaction guaranteed.

KOSHLAND BROS.,
DEALERS IN
WOOL, HIDES AND FURS,
AND IMPORTERS OF
Grain and Wool Bags, Burlaps, Hop Bailing and Twine,
416 SACRAMENTO ST. San Francisco, Cal. | COR. N. FRONT & C STS. Portland, Oregon.
Liberal Advances Made on Consignments.

PACIFIC
MUTUAL LIFE INSURANCE CO.
OF CALIFORNIA.
ORGANIZED UNDER THE LAWS OF California, and is the strongest Life Insurance Company doing business on the Coast.
A. McKINNIE,
SECRETARY.

THE BEST in the MARKET
"SALEM BAKERS' EXTRA"
—AND—
FAMILY FLOUR,
Manufactured expressly for FAMILY BAKERS AND EXPORT TRADE by
Salem Flouring Mills Co., Salem, Or.
PORTLAND AGENCY:
GIBSON, CHURCH & CO.,
N. E. COR. FRONT & ASH STS.

BUSINESS EDUCATION.
COLUMBIA
Commercial College
PORTLAND, OREGON.
W. S. JAMES.....Principal
J. A. VERGON.....Secretary and Penman
N. W. cor. Second & Salmon Sts.
The C. C. Journal (new edition) giving full information, sent FREE. Address
W. S. JAMES, Principal.
Portland, Or.—P. O. Box 883.

Oregon Steam Bakery.
LIEBE & HOELBING,
Manufacturers of all kinds of
FANCY BISCUITS,
Crackers & Ship Bread
COR. SECOND & ASH STS.
FACTORY—Cor. G and East Park. PORTLAND, O

—FIRST CLASS IN EVERY RESPECT.—
ST. CHARLES HOTEL,
THOS. GUINEAN, Proprietor.
Corner Front and Morrison Streets.
PORTLAND, OREGON.
Free Coach to and from the Hotel.

CORBITT & MACLAY,
PORTLAND, OREGON.
WHOLSALE GROCERS
And Commission Merchants.

HOWSE & RICKMAN,
LAND SURVEYORS,
Real Estate Brokers,
ACCOUNTANTS, Etc., Etc.
FRONT STREET, NEW WESTMINSTER, B. C.
Opposite C. P. N. Co's wharf
P. O. Box 61.

LOCAL AND GENERAL.

Items of Interest Compiled to Suit All Tastes.

A Great Political Demonstration.

The recent Blaine demonstration in Philadelphia exceeded in magnitude everything of the kind known in their political history. The following is from the New York Sun's account: The Pennsylvania railroad emptied 50,000 people into town, and thousands came from Delaware and New Jersey. Not less than 400,000 people stretched along Broad street for three miles and witnessed the parade. Twenty-five thousand voters were in line. They marched sixteen in line with but six paces between the platoons, and as the solid column of blazing torches passed in review, the fireworks made the sky lurid, and thousands of throats shouted themselves hoarse. Such a demonstration has rarely, if ever, been witnessed. Mr. Blaine stood out in full view, and time and time again the great crowd broke out in wild cheers, which were taken up and passed along the crowded street.

Railway Headlights.

Mr. W. Burnell, of Portland, the Northwestern general freight agent of the Rock Island Railway is in the city. He reports an increase in the traffic of that line from Canada. The Grand Trunk, of Canada and the Rock Island in conjunction with the Northern Pacific, forms a direct line from Victoria to all Eastern points. Mr. Burnell endorses the opinion already expressed that Victoria will always be a competitive point for transportation companies, giving our merchants decided advantages over places not so favorably situated.

Messrs. Hall & Goepel have received official instructions of their appointment to the position of general agents for the Grand Trunk Railway for British Columbia and Puget Sound points. It is understood that the Grand Trunk is making arrangements for the delivery here of Eastern freight at specially low rates if in car lots.

Messrs. Robertson & McLagan are sending 50 more choppers up to Chemainus on Monday morning for the Island Railway contractors.

Work along the line of the Esquimalt and Nanaimo railway is progressing in a favorable and satisfactory manner. Sixty men are at work near Oyster bay, clearing for right of way, and will commence grading very shortly. Location parties will start in soon, probably in a week or so.

For Alaska.

Steamer Ancon arrived last evening at the outer wharf and cleared to-day for Alaska. After this trip the steamer Idaho will take the Ancon's place on this route for the balance of the season. The Ancon had a large cargo of freight on board, among which were over 400,000 shingles and 100 tons of machinery for a quartz mill on Douglas Island, and 700 sacks of flour for this place. The following were the consignees for this place: A. Ofner, Guttman & Frauk, Kyle & Tilton, L. Willey, Mrs. A. L. Lombard, Mrs. T. Waterman.

Theater Royal.

Last evening "The Streets of New York" was presented to a good house. The company has been rehearsing this play for some time, and were enabled last night to give it with fair results. Portions of the piece were acted very creditably, and was apparently appreciated by the audience. This evening "Pure Gold" will be given for the first time, followed by "Rip Van Winkle."

The Races.

A large number of people were present at the Victoria Driving park yesterday afternoon to attend the races. The first race, a mile and repeat, for a purse of $250 was won easily by Larry O'Brien, owned by Mr. Rudge. The second race, mile and a half, for a purse of $100, did not result satisfactorily, thus no award was made. It was proposed to continue the races to-day, if the weather proved favorable.

Sound Passengers.

The steamer North Pacific, Capt. Wilson, arrived shortly before noon from Puget Sound points with the following passengers: C Butler, C M Easterday, W Gorman, G H Drury, J J Moore, Mrs Bryson, Mrs Kent, E J Lanning, F Furlong, J Shaw, J Thompson, and six Celestials.

Temperance Meeting.

A public meeting is announced to be held to-night in Blue Ribbon Hall, at which the exercises will consist of addresses, readings, music, etc. The brass band will be in attendance.

Valley Quail.

Geo. Vienna has for sale at his market on Government street, about six dozen valley quail, which were brought from California. About 500 of these same birds were brought by Mr. Vienna in 1887, and turned loose on San Juan Island.

The Cargo of Powder.

The steamship Wellington, Capt. Young, is expected to arrive at the outer harbor, to-morrow from San Francisco. She has a large amount of powder aboard which will be loaded on board the barge C. L. Taylor and taken to New Westminster. From there the powder will be shipped to the end of the railroad, where it is to be used for blasting purposes.

Harvest Home Services.

The Harvest Thanksgiving services will be held at St. John's Church to-morrow. The ladies of the congregation have spared no pains in suitably preparing the sacred edifice for the occasion, and it is hoped many will avail themselves of the opportunity presented of giving thanks for God's mercies. All are invited.

Sound Pilot.

Capt. H. L. Tibbals has succeeded Capt. Wm. Waite as Sound pilot on the Pacific Coast Steamship Company's vessels.

LOCAL NOTES.

The steamer North Pacific this morning brought 58 hogs for Uriah Nelson, and 219 sheep for C. Butler.

Ever since the new schedule for the Sound steamers went into effect, they have been arriving a little earlier each day. The North Pacific arrived before before 12 o'clock to-day.

The weather this afternoon is not very favorable for the races at the grounds of the Driving Park Association.

Judge McAllister, who has recently been appointed Territorial Judge of Alaska, was a passenger on the Ancon to-day.

Bank president—You know our cashier ran away with $450,000 of the bank's funds a week ago?

Friend—Yes, and I know, too, that every effort has been made to find him, but without success.

President—Well, I've found him.

Friend—Is that so? Where is he, and is he well?

President—I should say he was. You know he entirely cleaned out the bank and closed it up, but we had $5000 to our credit in a bank in Canada. He writes from Canada and wants an order to draw the $5000 deposited there. Says he entirely overlooked it.

LICENSE JURISDICTION.

Attorney-General Davie's Speech in Court.

In the Supreme Court at Ottawa, Sept. 28th, the argument in the License case was continued by Mr. Gregory, on behalf of the Provinces of Nova Scotia and New Brunswick.

Attorney-General Davie, on behalf of British Columbia, said that at the last session of the Legislature of his Province a resolution was adopted declaring that the Local Governments should use every constitutional means to resist the Dominion License Act. He was proceeding to argue that British Columbia was in the same position as any other Province under the Confederation Act, when Chief Justice Richie asked the Dominion counsel whether in the event of the Dominion License Act being declared ultra vires as regards the other Provinces the Court would be asked to uphold it for British Columbia.

Mr. Bethune—Certainly not. They must all be treated alike.

Mr. Davie contended that the peculiar position of British Columbia strengthened the claim that the regulation of the liquor traffic was purely a local matter. He cited a number of American authorities to show that the local laws or regulations restricting or affecting the sale of liquors did not interfere in any way with the general power of Congress to regulate trade and commerce. The matter had always been under state or municipal control. In regard to British Columbia before Confederation the power of granting licenses was conferred on local magistrates, showing that the subject was one of a local character. That system was still in vogue in the Province under Acts passed since Confederation. The revenues derived from liquor licenses were used for municipal purposes wherever municipalities had been created. The subjects assigned to the Dominion Parliament were of a national character, and control of all matters of a local nature must rest with the Provincial Legislatures. Every matter dealt with by the municipalities might be said to be in some way incidental to trade and commerce. The fact that every Province in Canada was here protesting against the Dominion License Act should have great weight with the court in determining what powers were vested in the respective Legislatures. The Dominion had for sixteen years acquiesced in the right of Provinces to deal with the liquor traffic by declining to disallow its Acts relating to that subject.

The Case For the Dominion.

On the following day the argument was opened on behalf of the Dominion Government by Mr. Bethune, Q. C. He submitted that either as part of their power to make laws regulating trade and commerce, or for the general peace and good government of the Dominion, the Dominion Parliament could assume control over the liquor traffic. The Crooks Act, which had been declared constitutional, might have been passed by the Dominion Parliament for the whole of the Province. The Dominion power to legislate respecting the liquor traffic could be properly exercised by the Provinces in absence of legislation by the Dominion Paeliament, but the moment Federal legislation was introduced, the local statutes on the subject were superseded.

Mr. Justice Strong—How can a power which is declared to be exclusive, be superseded or over-ridden? Could not Dominion legislation be superseded by Provincial legislation, provided the subject matter is one over which Provincial Legislatures have control? I do not admit that the British North Act confers on the Federal Parliament all the powers not specially delegated to Provincial Legislatures. This has hitherto been assumed, but never determined.

Mr. Justice Gwynne was of opinion that though the municipal regulation in the Crooks Act may affect the trade in intoxicating liquors, it does not do so in the sense that the term "trade and commerce" is generally used.

Mr. Bethune submitted that the effect of the Hodge judgment was that while the power of Parliament was in abeyance similar powers might be exercised by Local Legislatures in any merely local matter. It having been determined that the Canada Temperance Act, providing for local option throughout the Dominion, was within the competence of the Dominion Parliament. The regulation of the hotel system throughout Canada was not a matter of purely local nature, and it ought not to be left to municipal control. The municipal powers exercised in different Provinces before Confederation could not determine what powers were intended to be given to the Province under the words "Municipal Institutions," because these powers were different in different Provinces.

Mr. Justice Strong—Were not all the powers properly to be concluded in Municipal Institutions given to all the Provinces? That is the question.

Mr. Bethune contended that the jurisdiction of Parliament extended to every branch of trade that Parliament chose to regulate.

Mr. Justice Strong—In the Russell case the Privy Council declare that this regulating power is vested in the Dominion; in the Hodge case they say it is vested in the Provinces. The Hodge judgment, being the last delivered, must hold.

Chief Justice Ritchie—In the Russell case it has been decided that Parliament has power to absolutely prohibit. Now it is contended that the power to regulate follows the power to prohibit, but when the Privy Council come to deal with the question they say that the regulating power is vested in the Provinces.

Mr. Justice Strong—The line between regulation and prohibition is purely an arbitrary one.

Chief Justice Ritchie—If it has been declared that the Provinces have exclusive jurisdiction, how can we say that the Dominion also has the power?

Mr. Bethune—I am in a difficulty about this word exclusive." He argued that if the Dominion License Act was not constitutional in whole it was in part, and urged that the clause of the Act dealing with the wholesale and shop licenses were under Dominion control, and the Act must be declared in force with reference to these. The section of the Act referring to local option, prohibition, adulteration of liquors, and retail shops should also, he contended, in any event be held good.

Mr. Bethune had not concluded his address when the court rose. The remarks of the judges were generally hostile to his contentions.

MARINE NOTES.

The ship P. G. Carvill, with coal for San Francisco, arrived down in tow of the Alexander, yesterday morning.

The American ship Sonoma, is anchored in the Roads, waiting to be towed to Departure Bay. She has a charter to load coal for San Francisco.

Steamer Rustler arrived this morning from New Westminster, by way of San Juan.

The steamer Lottie left this morning for the San Juan Islands with a load of empty lime barrels.

The ship Josephus, Capt. Rodgers, is in the Roads waiting to be towed to Departure Bay for coal, she having been chartered to load for San Francisco.

CANADIAN PACIFIC RAILWAY.

General Manager Van Horne Reports on his Trip to Pacific Coast.

HIGHLY GRATIFYING RESULT.

EVERY PART OF THE ROAD FROM MONTREAL TO THE PACIFIC WILL PAY.

Many Millions Saved on Construction Account.

Engineer Reed's Report.

Incomparably Ahead of Anything in the United States.

The Entire Line Finally Located.

MR. VAN HORNE'S REPORT.

Mr. W. C. Van Horne, the General Manager and Vice President of the Canadian Pacific Railway, on reaching Montreal submitted his report, likewise that of Mr. Reed, the Engineer in charge of the western section of the great transcontinental line, and other documents. These have been printed by order of the Board of Directors, signed and circulated by the Secretary, Charles Drinkwater, Esq., amongst the shareholders and the public. They are most interesting documents throughout, and will be read with great interest by our readers.

MONTREAL, Sept. 16, 1884.

TO THE DIRECTORS:—I returned last month from Victoria, British Columbia, over the line of the Canadian Pacific Railway, and had an opportunity to examine every part of the work remaining to be done by the Company on the mountain section.

Wishing to give all the time possible to our own work, I did not examine in detail the government work between Port Moody and Savonas Ferry, and as to this I can only report that it is proceeding rapidly, the track having reached, at the time of my visit, a point near Spence's Bridge, about

ONE HUNDRED AND FIFTY MILES FROM PORT MOODY,

And the grading from there being so far advanced as to justify the belief that the track will be laid to Savonas Ferry before many weeks.

The completion of the track to Savonas Ferry will be of the greatest advantage to the company's work, which commences at that point and is directly accessible from there by steamboats, on the South Thompson river and the Shuswap Lakes, for a distance of one hundred and eight miles.

Mr. S. B. Reed, an engineer of many years' experience, and under whose supervision the Union Pacific Railroad was built, accompanied me across the mountains, from Savonas Ferry; and as I am able to submit his report herewith, I need not speak in detail of the engineering features of the line. Mr. Reed's large experience in railroad location and construction, both in the mountain and the prairie sections of the west, makes his report especially valuable.

FROM PERSONAL OBSERVATION,

I can vouch for the accuracy of his statements, and I am confident that the cost of the work remaining to be done will fall considerably below his estimates, which were intended to be entirely safe. Indeed, the greater part of the work for more than one hundred miles eastward from Savonas Ferry has been let at prices below those upon which his estimates were based, and the cost of the large amount of work already done westward from the summit of Rocky mountains is also within his figures.

From the favorable character of the work and the progress already made, I think there will be no difficulty in completing the mountain section within a year from this date, and for

FOUR MILLION DOLLARS LESS THAN THE ESTIMATES

of last winter. Within the same time the eastern section will also be completed, so that by September next a through rail connection between Montreal and the Pacific Coast will be established. There are no difficult engineering problems to be met; the work is simple, and the cost easily calculated.

I am happy to state, as one result of my trip, that my doubts about the value of the mountain section of the railway have been entirely removed. In addition to the agricultural possibilities of the many valleys of British Columbia and its great mineral wealth, its magnificent forests alone will furnish a large and remunerative traffic for the railway. From the mouth of the Kicking Horse river, forty-four miles west from the summit of the Rocky Mountains, to the Salmon Arm of the Shuswap Lakes, a distance of one hundred and fifty miles, the line passes through a continuous belt of gigantic trees, which increase in size going westward until they reach their maximum in Eagle Pass, where

TREES EIGHT AND EVEN NINE FEET IN DIAMETER,

measured seven feet above the ground are common. The timber is mostly cedar, Douglas fir, hemlock, white pine, spruce and tamarac. Other varieties of more or less value also occur. All of the valleys near the line of the railway through the Gold Range and the Selkirk Mountains seem to be filled with valuable timber, and I have no doubt that the supply is practically inexhaustable.

ABOUT THE PACIFIC TERMINUS

there are great forests of gigantic trees, even larger than those described, and the export trade in timber is already of considerable magnitude. There are many other sources of traffic and of wealth, the chief among them being the coals and the fisheries. The coals are the most valuable on the Pacific Coast, and are largely mined for shipment to San Francisco and elsewhere. The richness of the fisheries is almost beyond belief.

THE MAGNIFICENT HARBORS OF BRITISH COLUMBIA,

Its exceptionally favorable situation for commanding the trade of the North Pacific Coast, and of Japan and China, its abundant natural resources and matchless climate, must surely bring a large and rapid increase in wealth and population immediately upon the completion of the railway.

Having now seen all the line between Winnipeg and the Pacific, and having studied the prairie section with great care, I feel justified in expressing my opinion in the strongest terms, that no mistake was made by the company in adopting the more direct and southerly route instead of that by way of the Yellow Head Pass. The land along the northern route is undoubtedly good, but that along the constructed line is as good as land well can be, and the worst of it would be rated as first class in almost any other country.

THESE REPORTS HAVE IN SOME CASES ORIGINATED IN MALICE,

And in others from superficial observation. There is no more alkali in the land on the prairie section of the line, than on any other prairie section of the same extent in North America. There is no more of it in the prairie soil along the line than is required for the perfect growth of cereals. There is not one mile of the country where good water, cannot be obtained, and, as three years' experience leads me to believe, where there is not sufficient rain-fall for the growth of the crops. There is a notable absence of sand between Brandon and the mountains. It occurs in very few places, and it so happens that nearly all of the sandy spots have been taken up by settlers. The yellow clay subsoil, common west of Moosejaw, has doubtless been frequently mistaken for sand by parties looking at it from passing trains.

A MAGNIFICENT TERRITORY.

I do not hesitate to say that the Canadian Pacific Railway has more good agricultural land, more coal and more timber between Winnipeg and the Pacific Coast than all of the other Pacific Railways combined, and that every part of the line, from Montreal to the Pacific, WILL PAY.

Since writing the above, I have received the following telegram from Mr. Collingwood Schreiber, chief engineer of government railways, who has just made a trip over the mountain section of the line.

COLUMBIA, B. C., Sept. 15th.

"Reached here this afternoon. Most satisfactory trip through the mountains. Should have been very much astonished at the character of the work, had you not previously given me a description of it."

I have the honor to be, gentlemen,
Respectfully yours,
W. C. VAN HORNE,
Vice-President.

Mr. S. B. Reed's Report.

The report of Mr. S. B. Reed, C. E., is a very comprehensive one. From it we make a few extracts. In reference to locating the line south of Lake Kamloops he says that the grade shore line should be adopted in preference to all others on the south side, an opinion endorsed by Mr. Cambie and Major Rogers. He condemned as impracticable the line located by the government engineers some years ago along the Cherry Creek Bluffs. The new line will cost much less, as

THE TUNNELLING IS REDUCED MORE THAN ONE-HALF.

The gradients are the same, but the curvatures are increased. The line selected by Major Rogers over the hills south of the Bluffs would avoid part of the heavy work and cost less to build, but the grade would be 116 feet to the mile, which could not be avoided. The grade between the Selkirks and the Pacific coast, a distance of 300 miles, averages 66 feet to the mile. He submitted an estimate of the total quantities of earth and rock excavation and tunnelling, cost of ties, rails, fastenings, bricklaying, ballasting, buildings, right-of-way and engineering for a section of 25 miles.

AT $44,000 PER MILE.

After having finally located the section at Lake Kamloops he proceeded eastward to the end of the track, a distance of 263 miles. From Kamloops to the Little Shuswap Lake, 35 miles, the line runs near the shore of the South Thompson, crossing the farms located in the valley. The grading and bridging of this portion is very light.

FROM SHUSWAP TO SICAMONS NARROWS

A distance of 45 miles, the line will be more expensive. The lakes are of irregular shape, disturbing the line of railway and causing a loss of about 8 miles. At the South Thompson the line crosses the "divide" to the Salmon arm of the Shuswap, and passes around on the south shore to the narrows. The exeavations on the first six miles of the first section will average 30,000 cubic yards per mile, one half of which will be rock. On the next fourteen miles 16,000 cubic yards to the mile, and about the same on the next thirteen miles. From Savona's Ferry to Sicamons Narrows, a distance of 108 miles, the line is

CONTIGUOUS TO NAVIGABLE WATERS.

From Shuswap Lake eastwards there is a marked change in the climate. It becomes moist. A dense forest covers two mountains with timber such as hemlock, white pine, Douglas furs, spruce and other varieties of numerous growth. Cross ties, bridge timber, telegraph poles and lumber can be obtained at any place between Kamloops and the main range of the Rockies at $15 per thousand feet, board measure; cross ties on the line at 25 cents each. From Sicamons Narrows to the summit of the Eagle Pass a distance of thirty miles, the timber is very dense, the grubbing of which will cost at least $1,000 per mile.

AS THE COLUMBIA IS APPROACHED

The line follows the narrow Valley of Tumwater Creek. The work is not very heavy. The Columbia is 800 feet wide, with a strong current. Here heavy embankments will be required. The stream should be crossed by an iron truss bridge, with timber trestle approach of 2,800 feet long, and about thirty-five high. Eastward from the Columbia the line follows the valley of the Illicillwaet to the summit of the Selkirk range; thence down the valley of the Beaver to the East Columbia; thence up the Columbia Valley to the

MOUTH OF THE KICKING HORSE RIVER.

And up that stream to the summit of the main range of the Rocky Mountains.

The line over the Selkirk Mountains, a distance of sixty-three miles, is remarkably easy to construct. At the last crossing of the Columbia a deck truss bridge of 350 feet will be required. In the valley of the Columbia, with the exception of a canyon of four miles, where there are two tunnels and some heavy work, the work as a whole is remarkably easy.

From the mouth of the Kicking Horse river to the Rockies, a distance of forty-four miles, the grading is completed. There is no reason why the track should not be laid to the mouth of the Beaver, before winter sets in.

A NUMBER OF SNOW SHEDS

Will be required for the protection of the track in the Rogers Pass and near the summit of the main range of the Rocky Mountains, a distance of 150 miles the road can be constructed at a cost not exceeding $33,000 per mile, including station buildings.

A CHEAP LINE TO BUILD,

From Savona's Ferry eastward, a distance of 290 miles, considering the dense timber obstructing the successful exploration of the country, Mr. Reed considers that the company have an exceedingly cheap line to build, costing far less per mile than either the Union or Central Pacific roads.

THE ALLIGNMENT AND GRADIENTS.

The alignment is good and the gradients, with the exception of the west slope of the Rocky Mountains and over the Selkirk range in no place exceeds 66 feet per mile. On the sections excepted there are grades of 116 feet to the mile. These can easily be operated by the use of special locomotives.

THE MOUNT STEPHEN TUNNEL.

In reference to the tunnel at Mount Stephen, Mr. Reed examined this section thoroughly. It appears that to complete the tunnel would delay the opening of the road another year; a temporary line has therefore been constructed. He found it well built, had five per cent. grades and curves of ten degrees. This he considers will suit all purposes for traffic for years to come.

THE LARGE ROCK SLIDE.

He examined the large rock slide east of Mount Stephen minutely.

All of the slide, except about 150 feet in width, seems to have been formed from gradual secretions, as the face of the solid rocks forming the cliffs south of the line has weathered and worn away. There is no evidence of any recent movement that could not be guarded against. Bushes of various kinds grow on the old and gradually accreted portion. The 150 feet of this slide, above referred to, is the track of a small stream that comes out from under a glacier about 1000 feet above the grade line.

THIS GLACIER EXTENDS ABOVE MOUNT STEPHEN

Nearly, or quite to the summit, the upper portion being hidden from view by a projecting spur of the mountain. This small stream is gradually accumulating debris from the glacier, and in times of extreme summer heat, when the largest amount of snow and ice is being melted, a flood of water rushes down this slide, carrying with it the accumulated debris, into the valley below with great force. A truss bridge, 150 feet in length, can be built over this slide through which these accumulations can be passed with safety.

FROM THE SUMMIT TO WINNIPEG.

From the summit to Winnipeg he traversed in daylight. He says: The track is in most excellent condition. Many of the temporary bridges across the larger streams have been replaced by substantial masonry and iron structures, and others of this description are now being erected.

The country through which this road passes appears to be rapidly filling up with a farming population, and evidences of thrift and prosperity are seen in all settled parts. This country yields abundantly wheat, oats, barley, rye, potatoes, etc., and will soon become the great wheat growing country of America.

NOTHING LIKE IT IN THE UNITED STATES.

I know of no country in the United States of the same area that equals this for the growth of wheat and other grains adapted to the climate. By comparison of samples taken from fields of standing grain, ready for the harvest, six hundred and eight hundred miles west of Winnipeg, with like samples from Red River country in Minnesota, the merit was largely in favor of the former, and judging from appearances, the yield will be much greater. S. B. REED, C. E.

TWO MILLION DOLLARS LESS THAN ESTIMATED.

Mr. Andrew Onderdonk sent the following despatch to Mr. Geo. Stephen, the President of the C. P. R. Company:

SAVONA'S FERRY, B.C.,
August 15th, 1884.

GEO. STEPHEN, Esq.,
President, C.P.R.,
Montreal.

Van Horne started through Eagle Pass this morning. I examined the line with him nearly one hundred miles east of Kamloops. You will be glad to hear that the engineers have found a most remarkably easy line that will reduce cost on above distance over two millions from what we supposed last winter. The grades and alignments are easy, and the character of the work the cheapest mountain work I have ever seen.

(Signed A. ONDERDONK.

VOICE OF THE PEOPLE.

[THE TIMES wishes it to be distinctly understood that it is in no wise responsible for, and does not necessarily agree with its correspondents.]

Handsome Babies.

EDITOR TIMES:

VICTORIA, B. C., Oct. 1, 1884.

SIR—I observe that each of the papers in Victoria have had a good deal to say about the beautiful (or as the judges said "little beauty") baby that was imported from Seattle, and took the prize. Now, we propose to show babies against Seattle people or the world, for that matter, and we propose to get up a baby show and convince some of our editors, as well as others, that we will not allow imported babies to carry off the honors such as that awarded at the Fair last Saturday. We propose at some early day to announce the place and time of exhibiting our babies, and we also propose to make the admission free and allow the audience to vote on the prettiest baby. That will be more satisfatory to mothers than to allow one person to judge.

By giving this space in your paper you will greatly oblige

A MOTHER.

P. S. This is written at the request of numerous mothers.

THEATRICAL NOTES.

Tom Keene is in Cleveland and meeting with increasingly success.

Helen Blythe starts next season under her husband's management.

Charlie Barringer is looking for an engagement with an opera company this season.

Mestayer's Pullman Palace Car Tourists are playing to large audiences in Montreal.

John A. Stevens is finishing his new play, "A Christmas Gift." He is now in New York.

Abbie Carrington has organized a concert company in Chicago, and will soon start on the road.

John T. Raymond is going to England to give the English people a taste of genuine American comedy.

A. W. Tams has joined the Bryton troupe, and is now in Chicago.

T. F. Egbert is managing Skiff & Morgan's dramatic agency in Chicago. Kate Glassford is playing with Kate Putnam.

C. A. Stedman, who was Phosa McAllister's leading man, is now a member of the company supporting Fred. Bryton.

Bessie Louise King stars this season in the Magic Doll, under the management of Edwin Stevens.

Fred Bryton, Clara Morris' leading man, will relieve that lady during next season by starring, in the Galley Slave, supported by her company.

Arthur Chase, Rhea's manager, is organizing a stock company for the purpose of hauling stars, combinations and theatres. Of the capital required he will personally furnish $50,000.

The ushers of a New York theatre are neat young ladies, uniformed in black dresses, white collars, cuffs, caps and aprons.

Tennyson will have ready for buyers of Christmas and New Year's gifts a new dramatic study.

Benoit Coquelin, the eminent French actor and dramatist, will take four months' vacation in America in 1885.

Lulu Delmay, very popular as a variety actress in Pittsburg at one time, has just distinguished herself by marrying a colored waiter in that city.

The members of Leavitt's novelty company were left stranded in Jamaica, L. I., "by the treachery of our manager." Treacherous managers are flying thick this year, it seems.

SMUGGLING.

The United States and Canada Systematically Robbed.

AN OCCASIONAL LARGE HAUL.

Comparatively few people have any idea of the amount of smuggling carried on between British Columbia and the United States. Occasionally a large haul is made, such as the seizure of the steamer Lone Fisherman, a few days ago, with more than a quarter of a ton of opium aboard, or the seizure of a lot of jewelry, as was made by the custom officers in this city some time ago. The most profitable smuggling, however, is in taking articles from British Columbia to the States. This can be done with more profit, as the duty on most articles is far more in that country than here, and people engaged in that occupation find fewer obstacles in the way. Custom officers in Washington Territory are few and far between, and there is little to hinder a boat from landing opium or anything else in any part of Puget Sound. A well posted official connected with the Dominion Government, told a representative of THE TIMES a few days ago, that he was surprised at the vast amount of articles, such as opium, manufactured tobacco, etc., taken from this Province to Washington Territory.

"There is more brought into British Columbia on the sly than is generally supposed," said the Captain, who, by the way, is in the Government marine service, "but it is usually landed around the east side of the Island, where there are few people, and where custom officers are not to be found."

"Did you ever come across any smugglers during your voyages around these waters?" asked the reporter.

"Yes; very often. I have seen boats dodging around the San Juan Islands many times. I knew very well what they were doing, but have no authority to capture them and investigate their cargoes. The way most of the smuggling is done is very simple. Goods that they want to take to the United States from British Columbia, are taken from Victoria to some of the Islands in the San Juan group under our flag, then from such islands they are removed to islands only a short distance away which belong to Brother Jonathan. Then, of course, they are under the American flag and boats arriving at ports in the lower Sound from American islands go right along without being questioned or searched."

"I suppose smuggling into British Columbia is done about the same way, is it not?"

"Very much the same," replied the captain. "They take such goods as are at a premium in this country, to the American islands in that group, thence to islands under the English flag, and from there to the mainland and Vancouver Island. I know that it is done, and so do many other officials, but it would take an army of officers to stop it."

"Do you think it a paying business?"

"Certainly; it pays them well, or they would not engage in it. While they are seldom caught at it, still more or less chances are taken, and unless there was big money in it, no one would care to run the risks necessarily connected with all illegitimate occupations."

"Nearly everyone supposes there is some smuggling going on, but not as much as you seem to think," remarked the reporter.

"Well, continued the captain, "as I said before, there is much more taken into the United States than is smuggled into British Columbia. Why, just think of it. The duty on prepared opium in the States is $10 per pound. Now, a pound is a very small amount, so far as size is concerned. Suppose they succeed in smuggling in ten pounds, there is a saving of $100. I call that making money pretty fast, don't you? Look at the large number of Chinese in Washington Territory and Oregon. They will have their opium if necessary food is denied, and there is no trouble in disposing of all that is smuggled in."

"Why don't the U. S. Revenue cutters head them off?"

"Oh, they can't be everywhere. These fellows who do the smuggling, keep pretty well posted as to where the cutters are, and besides they do their smuggling at night, when it is a hard matter to see a small boat, even if a revenue cutter is near by. No doubt the cutters try to capture all they can, as they get salvage from the government for all they seize, and it is an object for them to catch such people when they have goods in their possession.

"I was coming around from the Gulf of Georgia not long since, when one night, while near several of the San Juan Islands, I saw two small boats, exchanging their cargoes. As soon as my boat came in full view, and they observed what it was, their boats put out for the islands at a lively rate, and were soon out of sight. I knew very well what they were doing, and could not help laughing at their fright. If I had authority to capture smugglers, I could have easily picked them both up, or run them down."

"I suppose more Chinamen are smuggled from British Columbia into the states, are they not?"

"Yes; plenty of them are taken across. I know of several instances where two boats containing from eight to ten Chinese have been safely landed in Washington Territory. Chinamen will pay almost any price to be taken across the straits. The fact that it is against the law for them to go to the States, makes them desire to go all the more. Many of them think it is a perfect paradise, and after they reach the shore they find they can do no better than on this side. Of course we have no desire to stop them from going. It would be a blessing if they were all safely smuggled across."

"Do you think there are many people engaged in smuggling goods to and from the States, who reside in Victoria?"

"Lots of them. There are many people right here in Victoria who do nothing else. People wonder what their occupation is, and how they make a living. They are seen around every day, wearing good clothes, and apparently living high, occasionally dropping into a first class hotel and boarding a day or two. Then they suddenly disappear and are not visible for two or three days. That's their business. They are smugglers. Oh! it's profitable employment. You can make a thousand dollars smuggling prepared opium or liquor into the States quicker and easier than any other way I know of."

"I suppose some of them have been engaged in this pursuit for a long time?" remarked the scribe.

"Many of them for eight or ten years, or probably longer," replied the seafaring gentleman. "When once operated successfully, there is a fascination about it that holds them to it. The work is easy, the profit great, and there is just enough excitement attached to it to make it interesting."

"You may safely say," said the Captain in conclusion, "that people in Victoria may think they know all about the amount of smuggling going on, but in reality they know little or nothing about it. They often discuss the matter with acquaintances and at that very moment are talking to a professional smuggler."

CHILI-COLOROW.

An enterprising American has just married the daughter of an Indian chief who is worth $100,000. He doubtless passed himself off upon the guileless forest maiden for a coachman.

"My dear," said a wife who had been married three years, as she beamed across the table upon her lord and master, "tell me, what was it that first attracted you to me? What pleasant characteristic did I possess which placed me above other women in your sight?" And her lord and master simply said, "I give it up."

A Norristown man has a cook so pretty and fascinating that the first day he employed her she "mashed" his potatoes. The next day she "mashed" his son.

"Little boy," said a gentleman, "why do you carry that umbrella over your head? It's not raining." "Nop." "And the sun is not shining." "Nop." "Then why do you carry it?" "'Cause when it rains pa wants it, an' when the sun shines ma wants it, an' it's only when it's this kinder wedder that I kin git ter use it at all."

Speaker—"Ah, young man, you do not realize what you lose! Are you not a Christian?" Young man—"No, I am a reporter."

A Buffalo paper transmogrifies an old saw in the following style: "He who prigs wat isn't his'n, goes to Canada instead of prison."

An epicurean has discovered that the pleasantest way to take cod-liver oil is to fatten pigeons with it, and then eat the pigeons.

"Will you have your ice cream melted?" The lover tenderly asked.
The day was cold and his heart was bold,
He was out of the cold at last,
But the ice-cream sign reverted,
Caught her eye of angel blue,
And she gently said, "I will take instead
A bowl of oyster stew."
[He had 20 cents in his pocket and the stews were 50 cents each. It was stew bad.]

"Oh, ma, I am so happy since I said yes to dear George."

"I am glad to hear it, my dear."

"I never shall forget his first kiss. He put his left arm around me, drew me quickly up to him, placed his right hand lovingly on my hair and pressed my lips so gently."

"See here, child, you better break with that young man."

"Why, what for, ma?"

He has had too much experience."

"Are the people in Providence so very, very poor?, asked a little girl of her father.

"I suppose they are no poorer than the rest of us," said the old gentleman. "What prompts that question, my child?"

"Well," said the little girl, "I just heard this morning at Sunday school that everybody trusts in Providence."

"Go way," said the old man, "You make me tired."

"What do you think?" said Clara, "that horrid Tom Brown proposed to me last evening. He hummed and hawed a long time, but finally spunked up courage to ask for my hand." "And what did you say, dear?" asked Delia. "Say? Why I told him that I couldn't be so cruel as to burden him with a third hand, when he didn't know what to do with the two he already had—the awkward booby."

A remarkably weak-minded dude says that when he leaves this world he wants to die of dropsy, because the latter is such a swell disease.

"When do you think of celebrating your wooden wedding?" asked one Burlington citizen of another. "S-h-h-h!" was the cautious reply; "don't mention it. There are altogether too many broomsticks and rolling-pins in the house already."

Church Services To-morrow.

First Presbyterian Church, corner Pandora and Blanchard street. Rev. Donald Fraser, pastor. Services at 11 a. m. and 7 p. m. Sunday school at 2:30 p. m.

The Calvary Baptist Society meets in Temperance Hall, Pandora street, at 11 a. m. and at 7 p. m. Sunday school at 2:30 p. m.

St. Johns Episcopal Church, corner Douglas and Fisgard street, Rev. Mr. Jenns officiating. Services at 11 a. m. and at 7 p. m. Sunday school at 2:30 p. m.

The Reformed Episcopal Church, Humboldt street. Rev. Bishop Cridge. Services at 11 a. m. and 7 p.m. Bible reading at 7:30 on Friday evening of the week.

St. Andrews' Cathedral, Humboldt street, Rev. Father Jonckan. The services of low mass observed at 8 a. m. High mass will be celebrated at 10:30 a. m. and vespers at 7 p. m., at View Street Hall.

St. Andrews' Presbyterian Church, Courtney street. Rev. Mr. Stephen, Pastor. Services at 11 a. m. and also at 7 p. m. Sunday school at 2:30 p. m.

Wesley Methodist Church, corner Pandora and Broad streets. Rev. W. W. Percival, pastor. Services at 11 a. m. and 7 p. m. Sunday school at 2:30 p. m.

Christ Church Cathedral. Rev. Bishop Hill. Services at 11 a. m. and at 7 p. m. Sunday school at 2:30 p. m.

All meals cooked in sight, and no Chinese employed at the Queen Chop House, Yates street.

FOR THE LITTLE FOLKS AT HOME you should go to FERGUSON'S for presents. Sept. 26-tf

Every business man should use the SHANNON FILE. Get them at FERGUSON'S. Sept. 26-tf

The STANDARD square bottom PAPER BAG is the best in the market. FERGUSON'S is the only place you can get them. Sept. 26-tf

Fine oysters, steaks and chops at the Queen Chop House, Yates street.

The WEST SHORE, with its numerous illustrations and large quantity of descriptive matter relating to British Columbia, is the best medium of information. Price 25c at FERGUSON'S. Sept. 26-tf

Quail, partridge, and spring chicken on toast, at Queen Chop House, Yates street.

One of the greatest European entomologists, Prof. Dr. Forster, who died at Aix-la-Chapelle, left a collection of insects which, from its perfection and beauty, stands almost unrivalled, the insects not only being prepared in the most careful manner, but also correctly classified in accordance with scientific rules.

Charley Goodman, proprietor of the Museum of Anatomy, was arrested on a warrant charging him with holding an indecent and immoral exhibition, injurious to morals and detrimental to the intelligence of the community.

An action has been begun before a mixed tribunal against the Khedive in consequence of the suspension of the sinking fund.

The Daily Times.

Victoria, Saturday, October 4, 1884.

WORDLESS SPEECH.

The Effect of an Orator on an Audience.

Lillie Devereux Blake Tells of Some Subtle Psychical Influences. Kate Claxton and the Brooklyn Panic.

That "touch of nature that makes the whole world kin" is nowhere more strikingly exemplified than in the effect which a speaker produces on an audience. Indeed, a study of the close tie between orators and listeners illustrates some of the subtlest psychical influences. Every one is familiar with the effect on the hearers of a slight hoarseness on the part of the lecturer—the moment that the hoarseness appears, even before the speaker is, perhaps, thoroughly aware of it, people in the room begin to clear their throats. This is done quite unconsciously. No one, of course, says to himself deliberately, "this poor orator's throat is giving out, and therefore I will clear my throat to help him," or mixes up his identity with that of the speaker, and imagines that they have only one throat between them. No, it is an entirely involuntary manifestation of sympathy. For the moment the tie between lecturer and people is so close that their physical systems seem almost identical.

There is another curious fact that may be mentioned in this connection. It is that if people are deeply interested in the speech they will not cough at all. Though it be in the dead of winter, when colds are most prevalent, and there be many afflicted ones in the audience, not one will cough during an interesting or absorbing passage. I have frequently noted this in my own experience. If it is necessary for me to read anything during a speech, as an extract from the law, or a few important statistics, people at once begin to cough, while on resuming the thread of the oration and again rousing and holding the interest of the assemblage the colds and coughs at once cease to afflict my hearers. A speaker need ask no better gauge of his success than the freedom of the audience from any annoyance of coughing. Indeed, so true is this that it would seem to prove the good sense of the theory that coughing is always a voluntary act that can be controlled. There is a great cure for consumptives in Germany, I am told, where this is maintained, and patients are treated simply by being taught how not to cough.

Passing from a merely physical manifestation to more purely psychical conditions, every one knows how a good speaker holds the audience so that they are angry, indignant, stimulated or joyous, according to his words, while laughter and tears lie ready at the touch of one gifted with true eloquence. But there are other states and conditions of a speaker that convey themselves to an audience without his knowledge or desire. For instance, if one is very tired the hearers seem to know it, though no touch of langour appear in the manner of the speaker. It is sometimes difficult to explain how an audience knows that the person addressing them is nervous, yet in some mysterious way this also is conveyed. There may be no trembling of the hand or tremor in the voice, but there is a strained influence which the hearers understand and sympathize with so far as to be made uncomfortable by it.

A discontented or unhappy disposition native to a speaker is most unfortunate in its effect on an audience. I know one of the greatest women in this country, whose attainments are of the highest order, and whose speeches are full of information, who nevertheless always makes her hearers unhappy and ill at ease. They become for the time so thoroughly in sympathy with her that they are also discontented and miserable. A joyous spirit is an invaluable gift to an orator. Who can not recall some pleasant speaker of whom one has said, "It puts us in good spirits only to look at him." I remember well the Rev. William Richmond, the eloquent missionary, whose alert step on the platform and earnest manner seemed to give a glow of magnetic force to his hearers. Mr. Beecher owes much of his success to the vitality that seems to diffuse a pleasant influence even before he speaks. Mrs. Livermore possesses a good deal of the same attribute.

The broad motherliness of Lucy Stone and the dignified grace of Mrs. Stanton have won them the interest of an audience at the first word. Beauty is a valuable adjunct to a speaker, but it is not enough to atone for deficiencies of real interest in the speech. Many persons will remember how, a few years ago, a young woman of extraordinary physical charms was put on the lecture platform, with great expenditure of money and puffing, only to make a dismal failure after the first season. She was dowered with an almost perfect figure, a mass of golden hair and a face of exquisite blonde beauty. She had, moreover, a peculiarly fine voice, but there was no sincerity of purpose in her speaking. She simply read what some one else had prepared for her, and after the first fifteen minutes spent in staring at her pretty appearance, the audience grew weary, disappointed, and at last disgusted, finding out what a labored and wearisome task her lecture was to her as well as to them.

An accident to a speaker in whom an audience is interested is often more distressing to them than to him. I once met with an absurd mishap on the platform. I was speaking in a small opera house; along the front of the stage was a depression where there had been foot-lights, which, for some reason, were removed. I noted this ditch, as it were, and carefully avoided it until near the close of my speech, when I stepped forward to read a few words, and raising the paper to my eyes I forgot the treacherous slope, set foot on the edge and at once slid to the floor. I was not in the least hurt, nor did I fall in any very undignified way. Springing up again quickly I passed over the accident by saying laughingly that "some man must have set that trap for me." But I was told afterwards by several of my hearers that they felt as if they had been themselves thrown down, or as if a blow had been struck them. I am quite sure that many of my audience, though total strangers to me, suffered much more than I did.

Even a thought not at all expressed in words or gesture may be conveyed to the listeners entirely without the consciousness of the speaker. I have long believed that the terrible panic in the Brooklyn theater, which led far more than the fire to the hideous loss of life, was traceable to the fear of that very catastrophe strongly felt, though unexpressed by the actors when they faced the audience. It will be remembered that the play was the "Two Orphans," with Kate Claxton in the leading role. She, with great presence of mind, stepped forward to address some words of reassurance to the crowd. But she said afterwards that the one horror in her thoughts as she faced that vast throng was not dread of the fire, but fear of what they might do to each other should that mass of men and women become a wild mob. May it not have been that this terror was, despite her brave words, conveyed to her hearers? They heeded not what she said, they only felt what she felt. As they had gone all through the evening in close sympathy with her, sorrowing with her sorrow, identifying themselves with her, so now they read her soul, and grew mad with the fear of themselves, of each other, that turned them into a frantic, unreasoning, destroying mob.

That emotions are conveyed without words we all know. We recognize a pair of lovers though we hear no words of endearment; we subtly understand when people are ill at ease, anxious or antagonistic to their surroundings. It is quite certain that the lower animals have the power of conveying information to each other without words. Why, then, may there not be between human beings a language more powerful than speech? LILLIE DEVEREUX BLAKE.

NEW YORK, June 24.

ONLY AN INCIDENT.

Bill Nye Dines With a Cultured Eastern Man and a Spirit Medium.

I am not given to practical joking so much in my later years as I used to be when I was younger. Circumstances have changed my opinions in relation to this great accomplishment, but I can call to mind some things in my brilliant career as a *dolce far niente* newspaper reporter, James Crow lawyer, calm and cruel justice of the peace, revered in everything, including fees, and later on as a bald-headed post-master, raising the hopes of the people by accepting the office for a year, and then ruthlessly dashing them to the earth by a resignation which came like a thunderbolt from a clear sky, in all this glowing, mad career, I say, including my later work as a fence-board poet and cantatrice, I can see now and then a place where a practical joke would have done good.

Many years ago when I was studying law with Bingham & Jenkins, and soaking my system as full of jurisprudence as it would hold and acquiring that wealth of knowledge which has since made me the life of the party wherever I go, a little spartan band of young lawyers, clerks, and so forth, of which I had the honor to be a member, used to eat at a certain table at the Old Central hotel. I will not state what town it was in, because that would make too good an advertisement for the house, and I cannot say I want to advertise the house for two reasons; one is that I believe it is not now in the business, and another is that it wasn't a very good house, anyhow. At least, I know it declined to give us eggs in the spring until they became a drug in the market, so that we used to take turn about buying eggs for the table each morning and sending them into the kitchen to be cooked. Finally they got to swapping eggs with us at the kitchen, and instead of cooking the fruit we furnished they would keep it and send us instead of our large and meaty eggs an inferior, over-ripe, fatigued and extremely dwarf egg, laid by a despondent and cynical hen.

But I was going to tell about a smart young man who wanted to sit at our table. He was told that the table was engaged; but he was one of those cultivated eastern young men who frequently drift to the far west and get killed. He said if there was anything extra at that table he guessed he'd take some. He paid his money, and he proposed to have the best in the house. The head waiter came and courteously told him that he would oblige him by taking a seat down the dining room a little further, as this table was reserved for a dozen young men who were regular boarders at the house. The young man, whose name we will call Briggs, smiled a sardonic smile, told the head waiter to go where the cut worm dyeth not, and calmly stuck my napkin under his chin. The boys came in slowly and took their places. I sat wherever I could get a chance.

Pretty soon our eggs came in and Briggs told the waiter he guessed he'd take some. The waiter said there were none in the house. Then Briggs got hostile and made himself disagreeable.

We had an amateur ventriloquist, an amateur sleight of hand man and several amateur spiritual mediums in our party, and when Briggs began to snarl at the waiter in his cultivated way, the entertainment began. All at once the table which rested on the knees of the gentlemen at the head and foot, in obedience to a gentle motion of the medium's hands, began to glide around in a ghastly way and spill Briggs' coffee in his lap. Then Jake Bieg, a druggist and sleight of hand man, reached across the table, picked up Briggs' muffin and threw it down his own throat with a dull thud. He also swallowed Briggs' baked potato and a sausage. A voice under the table told Mr. Briggs to soak his head, and then it laughed in a sepulchral way. We all went right on with our breakfast, but the cultivated and scholarly young tourist did not seem to feel well. Finally, he found that he hadn't anything to eat, and his coffee was mostly in his lap, so he said: "Waiter, will you please bring me a glass of milk?"

Jake Beig had one of these phantom fingers at that time. It's a white rubber finger with a nail on it, and looks exactly like the beautiful finger of a dead friend. Every one has seen them. They are horribly lifelike, or rather deathlike, and look as though they had wandered away from the corpse they belonged to, and had forgotten the way back. Well, how in creation it happened no one could tell, but when Briggs had swallowed the most of that glass of milk the end of a white, cold finger, the finger of the dead, rose up out of the bottom of the glass and fell over against his nose with a dull thud.

People away down the trail spoke afterwards about meeting a bareheaded man with a napkin under his chin, who seemed to want to get somewhere in a very abrupt way, and from the description we concluded that it must have been Briggs.

HUDSON, Wis., June 23. BILL NYE.

General Sherman says he never voted but once in his life, and then he voted wrong; so he will not try it again.

Random Fashion Notes.

Nun's veiling bids fair to be the favorite fabric for evening wear.

The latest novelty in English jerseys has a vest of a contrasting color.

The newest sleeve buttons are made of oxidized silver, and are in the shape of little pigs, dogs, and other animals.

Feathers and flowers fastened in the coiffure with moths and butterflies of gold thread and gossamer are favorite ornaments for evening wear.

The coiffure is arranged high in puffs and bands on the crown of the head, but full on the nape of the neck, and waved bangs on the forehead and temples.

Vandyke red is much used for children's every-day costumes. The skirts are trimmed with black velvet ribbon, then kilted. The waist is a loose, easy blouse.

When a necklet of flowers is worn the hair is adorned with the same kind of blossoms, generally in a knot on one side of the chignon or on the crown braids which are now worn.

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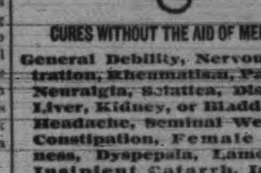

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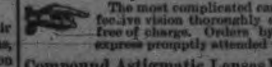

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FORTY-EIGHT CITY LOTS,
LOCATED IN
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IN BLOCK 42,
997, 998, 999, 947, 948, 949.
IN BLOCK 44,
1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325.
IN BLOCK 46,
1342, 1343, 1344, 1345.
IN BLOCK 66,
1951, 1952, 1953, 1954, 1955, 1968, 1969, 1970, 1971, 1972.
Victoria Harbor Water Lots.
546 A, 550 A, 551 a, 563 a, 564 a, 567 a, 568 a, 169 a, 570 C.
MAPS of the City of Victoria contain all the Lots. At an early date we will distribute a Special Map of the James Bay portion of the City of Victoria, which will include all the Lots to be sold and terms of sale.
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